

TRAFFIC IMPACT STUDY

Proposed Residential Development

Retreat Amherst

Amherst, Massachusetts



Prepared For:

SVE Associates
377 Main Street
Greenfield, MA 01301

Prepared By:



6 Blackstone Valley Place
Lincoln, Rhode Island 02865

May, 2014

May 5, 2014

Mr. Anthony Wonseski, Jr., P.E.
SVE Associates
377 Main Street
Greenfield, MA 01301

Re: Traffic Impact Study
Retreat Amherst
Amherst, Massachusetts

Dear Mr. Wonseski:

BETA Group, Inc., (BETA) in accordance with our scope of services, has completed a traffic impact study for a proposed residential housing development in the Town of Amherst, Massachusetts. The project, *Retreat Amherst*, will be constructed on a 147.3 acre parcel of land with frontage on Henry Street, Market Hill Road and Flat Hills Road in the Cushman section of the community.

Based upon our discussions including a scoping meeting with the Town, and a review of the conceptual development plan, it is our understanding that the current proposal includes the construction of one hundred and twenty three (123) dwellings comprised of single family and duplex style homes marketed as student housing for the University of Massachusetts - Amherst. Access to the site will be provided at three locations with the primary entrance and exit being constructed as an extension of the existing road currently servicing the Town's water treatment facility off of Market Hill Road. Secondary points of access are proposed at new intersections on Henry Street and Flat Hills Road.

The study included herein, was conducted to determine the adequacy of the existing servicing roadways to accommodate anticipated traffic to be generated by the residential housing development. An analysis of potential impacts to the roadway capacity and safety has been completed, and is discussed in the following report.

Sincerely,
BETA Group, Inc.



Paul J. Bannon
Senior Project Manager

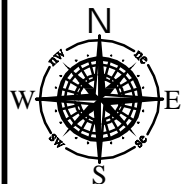
Introduction

The objective of the following study is to assess the potential traffic impacts associated with a proposed residential development project, *Retreat Amherst* in the Town of Amherst, Massachusetts. The property is situated in north Amherst, along the southerly side of Market Hill Road between Henry Street and Flat Hills Road. Refer to the Figure 1, *Project Vicinity Map*, on the following page for the project location within the community.

The residential subdivision proposal will combine several undeveloped lots to form a 147.3 acre property. The subdivision will be developed in a cluster configuration, preserving over 75 acres of open space containing natural forested land, streams and wildlife habitat. The remaining property will be subdivided into 123 residential lots, allowing construction of 175 housing units consisting of single family and duplex style homes. The *Retreat* will be a rental neighborhood accommodating predominately students of the local area colleges. An office and amenity area will also be provided for the neighborhood residents.

A main subdivision road will be constructed through the site, extending from the northern end of the property at Market Hill Road to the south and east intersecting with Flat Hills Road. Three minor residential streets will extend off the main internal roadway, one will form a P-Loop in the northeast corner of the property, one will be a short cul-de-sac in the vicinity of Flat Hills Road, and the third will link to Henry Street, forming the third point of access to the subdivision. The Market Hill Road intersection will provide the primary point of access, and will be created by extending the existing water treatment facility access roadway, which currently dead-ends 450 feet into the parcel from Market Hill Road. The secondary intersection of the main subdivision road on Flat Hills Road is located approximately 1,950 feet south of High Point Drive, while the Henry Street intersection is situated approximately 1,300 feet south of Pine Street.

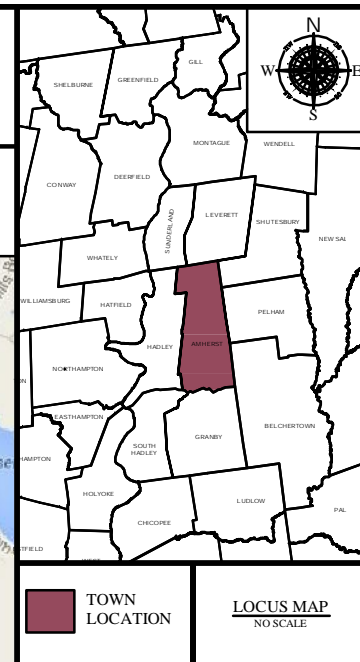
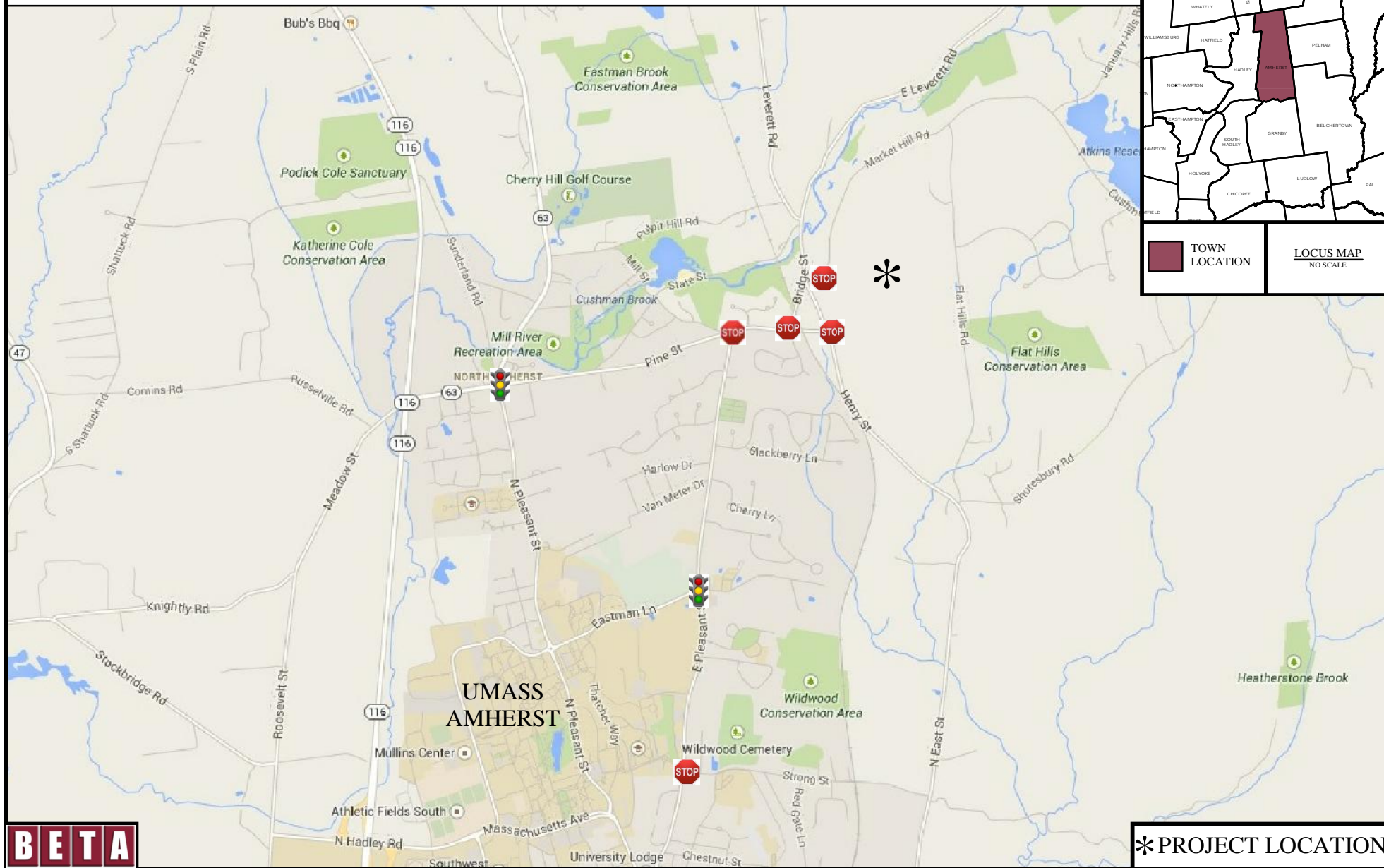
The study summarized herein focused on both traffic flow efficiency and safety along the main servicing routes that will provide access to and from the neighborhood to destinations south and west of the subdivision. These destinations which residents would travel to on a daily basis include the colleges such as UMass Amherst and Amherst College, the Amherst Center



RETREAT AMHERST

AMHERST, MASSACHUSETTS

Figure 1 - Project Vicinity Map



BETA

downtown village district, and the interstate highway system. The roadways requiring evaluation of impacts include Henry Street, Market Hill Road, Flat Hills Road, Strong Street, Pine Street/Bridge Street, East Pleasant Street, and North Pleasant Street. The impacts associated with the site related traffic have been defined and evaluated in accordance with the standard traffic engineering guidelines and procedures.

The traffic engineering study completed for this project included the following:

- Automatic Traffic Recorder (ATR) count data was obtained at eight (8) locations along the defined servicing roadways. In addition, based upon the ATR data, peak hour manual turning movement counts (TMC) were completed at seven (7) intersections within the project area.
- Accident records obtained from the Town of Amherst Police Department were analyzed to define potential safety issues along the servicing roadways and intersections under study.
- An inventory of the physical roadway characteristics of Henry Street, Market Hill Road, Flat Hills Road, Strong Street, Bridge Street, Pine Street, East Pleasant Street, and North Pleasant Street in the project area to determine the adequacy of the existing roadway geometric features in reference to safety and capacity.
- An estimate of future traffic volumes for the proposed residential development was calculated using data from the “Trip Generation” Manual, an informational report published by the Institute of Transportation Engineers (ITE) and from count data obtained at an existing residential student apartment property located in Amherst.
- Evaluation and analysis of traffic safety and capacity issues were performed for existing and future conditions.
- Recommendations were developed where necessary to mitigate site related impacts and insure that safe and efficient pedestrian, bicycle and vehicular traffic flow is maintained in the project area.

Project Area

As noted in the previous section, the proposed residential development will be situated on a large parcel of land with frontage on Henry Street, Market Hill Road, and Flat Hills Road in the Cushman section of Town. The property is defined by Assessors Plat 6A, Lots 84, 91, 95 and

96, which together contain approximately 147.3 acres of land. The property is an undeveloped wooded area. Figure 2 on the following page depicts the immediate project area and the boundaries of the subject property.

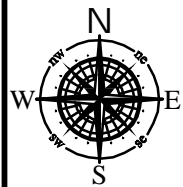
Land use in the area adjacent to the subject property can be described as primarily residential in nature along the frontage of Henry Street, Market Hill Road and Flat Hills Road. A railroad line runs north/south along the westerly side of Henry Street crossing Pine Street and Bridge Street. Agricultural properties are situated to the south along Henry Street. Conservation lands are provided to the east off of Flat Hills Road, and to the north of Market Hill Road. In the Cushman Village area there is a mixture of supporting commercial uses such as the *Cushman Market and Café*, *Cushman Scott Children's Center* and *New England Image Workshop* which operate along Henry Street and Pine Street.

Henry Street, Market Hill Road, Flat Hills Road, Strong Street, Pine Street/Bridge Street, East Pleasant Street, and North Pleasant Street, will serve as the main access/egress routes to the site. Based upon the good operating characteristics of these roadways and the anticipated traffic volumes associated with the proposed development, a study impact area was defined for this project. The limits of the analysis focused on these roadways between the site and UMass – Amherst campus, and specifically at seven (7) intersections along their length.

Roadways

Henry Street/North East Street

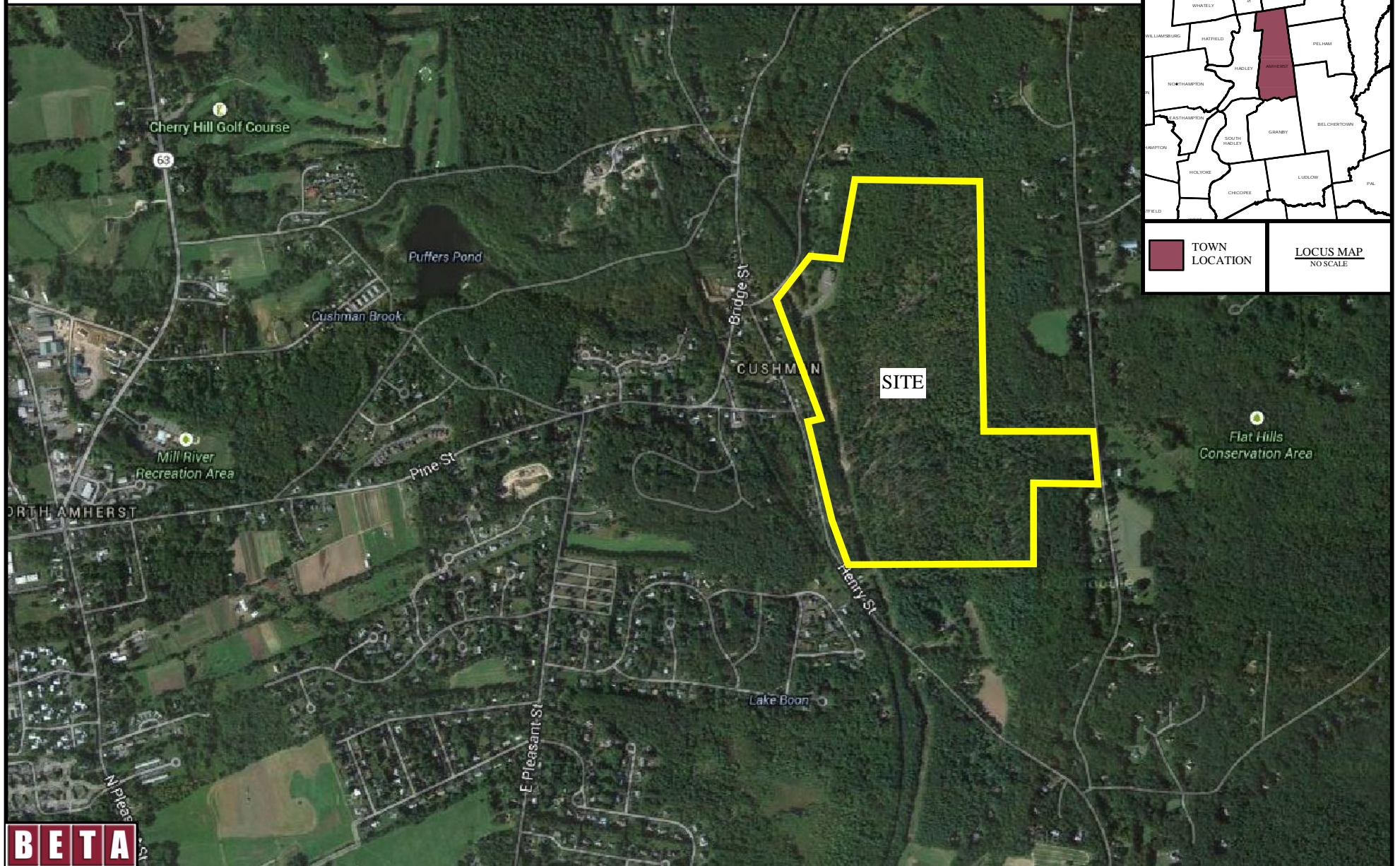
Henry Street is a north/south urban minor arterial extending as Henry Street from Market Hill Road at its northern terminus, to Flat Hills Road/Shutesbury Road, where it becomes North East Street. As North East Street it extends south to Route 9 and Amherst Center. Abutting properties are lightly developed along its length, as there are multiple farms, undeveloped wooded lots and the railroad line running parallel to the west of the road. At the northern end in the Cushman Village area, properties are more densely developed with older homes and small businesses. Henry Street/North East Street is the easternmost north/south route through the



RETREAT AMHERST

AMHERST, MASSACHUSETTS

Figure 2 - Project Location Map



Town of Amherst. From east to west, East Pleasant, North Pleasant, Route 116 and Roosevelt Street combine to provide north/south mobility through the community.

Henry Street in the northern section is more heavily developed resulting in a lower posted speed limit of 25 mph. In addition to the lower speed limit, signing and pavement markings are present to alert motorists of the *Cushman Scott Children's Center*, a pre-school business requiring lower operating speeds. In this section north of Pine Street, the roadway is typically 24 feet wide and generally straight and level with no curbing or sidewalks.



South of Pine Street to Flat Hills Road/Shutesbury Road where the roadway becomes more rural in nature, Henry Street is generally straight and level, though there are several locations with gradual horizontal and vertical curves. The roadway is posted at 35 mph in this segment. In the vicinity of the proposed site access, Henry Street is variable in width, generally 24 feet consisting of a single 12 foot travel lane in each direction delineated with a double yellow centerline. The pavement condition can be classified as fair to good, providing a comfortable and safe riding surface. Sporadic curbing is present along the road though no sidewalks are provided. The above photograph depicts these features of Henry Street looking north along the property frontage.

In this area where a new access to the subdivision is proposed, the rail line runs parallel and less than fifty feet west of Henry Street. Older concrete and cable guardrail that is damaged protects the roadside slope and vehicles from entering the railroad track area. Improved signing and new guardrail in this area would enhance safety along this segment of road.

North East Road is an extension of Henry Street beginning at Flat Hills Road/Shutesbury Road. South of the intersection, the roadway is winding and includes a south to north upgrade. The speed limit is reduced to 25 mph for the short distance in the vicinity of the curves but increases to 40 mph heading south to Strong Street where the roadway is generally straight with a gradual vertical incline to the intersection. North East Road is variable in width (24-30 feet) delineated with double yellow centerline and no defined shoulders, it is in fair to poor condition.

Market Hill Road

Market Hill Road is generally an east/west local rural roadway providing access to homes along its length between Bridge Street and Still Corner Road where it becomes Cushman Road heading into Shutesbury. In the site vicinity it is a two lane, variable width 26-30 foot wide road consisting of a single undelineated travel lane in each direction. No curbing or sidewalks are provided, though bituminous berm is utilized from Bridge Street to the treatment facility access road which will provide the main access into the new subdivision. The adjacent photograph depicts Market Street looking west from the existing treatment facility access. As can be seen, unimpeded site lines are available through its intersection with Henry Street approximately 300 feet to the west and to its terminus at Bridge Street where the speed limit is 25 mph.



Flat Hills Road

Flat Hills Road is a north/south local roadway similar in character to Market Hill Road, providing access to residential properties along its length. It extends from Market Hill Road at its northern terminus to Shutesbury Road, which intersects with Henry Street. Flat Hills Road generally runs parallel to Henry Street along the easterly side of the subject property and can be

defined as straight with minor curvature along the property frontage. However, at its southern end, a relatively steep upgrade from south to north, and several horizontal curves are present for approximately 1,700 feet north from Shutesbury Road.



In the site vicinity it is a variable width (20-22 feet), two lane road consisting of a single undelineated travel lane in each direction. The adjacent photograph depicts the roadway features of Flat Hills Road to the south of the proposed access to the new subdivision. No curbing or sidewalks are provided. The utility corridor runs along the easterly side of the road with cobra head lighting for night-time illumination. The pavement condition can be classified as fair to good, providing a good riding surface for much of its length.

Strong Street

Strong Street is an east/west urban minor arterial extending between Henry Street and East Pleasant Street, a distance of approximately 5,100 feet. The roadway provides access between these two major north/south routes and to residential properties along its length. The Wildwood Elementary School is also located on the road in the vicinity of East Pleasant Street. A signal controlled railroad grade crossing is located approximately 1,500 feet west of North East Street.



The roadway is generally 30 feet wide consisting of an 11 foot travel lane and 4 foot shoulder in each direction. Signage for a bike lane is located immediately east of East Pleasant Street. Bituminous curbing and sidewalk are provided between East Pleasant Street and Maplewood Drive, though the sidewalk is limited to the southerly side of the road. The roadway was recently reconstructed by the Town resulting in a good pavement surface, and updated signing and striping as can be seen in the photograph on the previous page. There are multiple speed limit postings including a 20 mph School Zone, and 25, 30 and 35 mph speed zones. The utility pole corridor is situated along the northerly side of the road, with cobra head lighting provided at intersections for night-time illumination.

Pine Street/Bridge Street

Pine Street/Bridge Street through the northern section of Amherst is an east/west urban minor arterial. The roadway from Route 116 to North Pleasant Street is referred to as Meadow Street, where it then becomes Pine Street heading east into Cushman Village to Henry Street. In Cushman Village the road turns to the north as Bridge Street extending into Leverett as East Leverett Road. The roadway is generally straight and level along its length with several minor horizontal curves except for in the Cushman Village area. At the village common the roadway turns sharply to the north as Bridge Street, though Pine Street extends through this junction to Henry Street. The Pioneer Valley Transit Authority (PVRTA) runs Bus Route 32 along its length in the project area.

In the Cushman Village area it is a variable width (24-26 feet), two lane road consisting of a single 12 foot travel lane and variable width



(0 to 1 foot) shoulder in each direction. Intermittent bituminous curbing is evident along the road, and a sidewalk runs from Bridge Street along the northerly side of the road to East Pleasant Street. The four foot bituminous sidewalk is offset from the roadway with a landscaped grass

area for much of its length. The above photograph depicts these features of Pine Street looking east from East Pleasant Street. As can be seen the roadway markings are faded and in need of replacement. In this area the roadway is posted at 25 mph. The utility pole corridor is situated along the southerly side of the road, with cobra head lighting for night-time illumination.

The pavement surface can be classified as being in poor condition with apparent signs of deterioration and failure associated with age, utility work and drainage issues. In addition, it should be noted that the section of Pine Street under study for this project is in the process of being reconstructed. Currently

utilities (water and sewer) are being installed, resulting in a poor riding surface as can be seen in the adjacent photograph looking west from East Pleasant Street. In addition to the utility improvements, Pine Street is under study by the Town for a full reconstruction to include a new



pavement structure, drainage, sidewalks, signage and pavement markings. As part of this project it is the goal of the design to extend pedestrian/bicycle accommodations from East Pleasant to North Pleasant. Investigation of wider shoulders and/or a shared multiuse path are being studied as part of the design. The utility work should be completed by summer, 2014, and ideally the roadway reconstruction would begin the following year subject to final design and permitting.

The section of Pine Street between East Pleasant and North Pleasant provides a differing character to the Cushman Village section. The area from Sand Hill Road and State Street is less heavily developed including a farm situated along the southerly side of the road. In this area just east of the Sunwood Pines condominium property, a steep side slope along the northerly side of Pine Street exists with minimal protection by an older concrete and cable guardrail system in need of replacement. The roadway is posted at 40 mph to just west of the State Street

intersection where it is reduced to 25 mph. A sidewalk is introduced on the northerly side of the road at State Street, extending to North Pleasant Street.

East Pleasant Street

East Pleasant Street is a north/south urban minor arterial extending from Pine Street to its intersection with North Pleasant Street south of the UMass campus. This roadway along with Pine Street will provide the primary route from the residential subdivision to the college. South of Pine Street to the main access to the college at Eastman Lane, the roadway consists of a single 12 foot travel lane and a 4 foot shoulder in each direction. No curbing or sidewalks are provided. The shoulder area is a designated bike lane with signage and striping though the pavement markings are worn and in need of replacement. The PVTA operates Bus Routes 32, 34, 35 and 37 along its length.



The roadway is generally straight and level between Pine Street and Eastman Lane. The pavement condition can be classified as fair in this section. There are numerous utility patches, pothole patches and pavement cracking requiring sealing to extend the pavement life. The above photograph depicts these typical characteristics of East Pleasant Street looking north to Pine Street. The speed limit is posted at 40 mph.

East Pleasant Street south of Eastman Lane includes areas of curbing and sidewalk. The sidewalk is introduced along the easterly side of the road from the Village Park residential apartment complex to the south. In this area there is additional signing and striping alerting motorists of pedestrian and bicycle activity that is more prevalent in this area due to the college.

A traffic signal was recently installed at the main driveway to the UMass Campus at Eastman Lane/Tilson Farm Road. A new public safety building for the college was constructed on Tilson Farm Road, warranting signal control at this junction. Single lanes are provided on each of the approaches. The signal layout includes four mast arms, containing video detection, and Opticom Pre-emption for emergency vehicles. Pedestrian accommodation including signal heads and a crosswalk are provided across the southerly approach. The traffic signal was observed to operate in a two phase manner, resulting in permitted left turn movements.

North Pleasant Street

North Pleasant Street is a north/south urban minor arterial extending from Pine Street to its intersection with East Pleasant Street south of the UMass campus. This roadway, along with Pine Street will provide a secondary route from the new residential subdivision to the college. North Pleasant Street services numerous intersecting side streets to high density residential apartment properties in addition to providing a main access to the college campus. These apartment complexes provide student housing for UMass-Amherst. The PVTA runs multiple bus routes along the roadway and through the apartment properties to service the college student transit demand.

The roadway is variable in width 26-30 feet consisting of a single 11 foot travel lane and a variable width (2-4 foot) shoulder in each direction. Bituminous curbing and sidewalks are provided along both sides of the road for the full length between Pine Street and the college. The pavement condition can be classified as good, providing a comfortable and safe riding surface. The utility pole corridor is situated along the westerly side of the road, with cobra head lighting for night-time illumination.



Key Study Area Intersections

The previous section identified the major routes that will be servicing the *Retreat Amherst* residential subdivision. Along these routes we have identified key intersections that require analysis of potential impacts, the following intersections were reviewed as part of this study;

- Henry Street at Pine Street
- Bridge Street at Market Hill Road
- Bridge Street at Pine Street
- East Pleasant Street at Pine Street
- East Pleasant Street at Eastman Lane/Tilson Farm Road
- East Pleasant Street at Strong Street
- Henry Street at Flat Hills Road/Shutesbury Road
- North Pleasant Street at Pine Street/Meadow Street

Henry Street and Pine Street Intersection

Henry Street and Pine Street intersect to form an unsignalized, “T” type intersection with stop control on Pine Street. Henry Street and Pine Street are both two-way roadways running north-south and east-west, respectively. The pavement markings are faded and in need of replacement, specifically the stop line on the Pine Street approach. The stop sign is also old, faded and damaged and should be replaced. Bituminous berm is provided at the intersection, with sidewalk on the northwest corner. The adjacent photograph depicts the intersection looking north to Pine Street.



The speed limit is posted at 25 mph on both the Henry Street northbound and southbound approach to Pine Street. There was no observed posted speed limit on Pine Street approach to

Henry Street though due to the nature of the roadway and posted speed to the west, was assumed to be 25 mph. A review of the sight lines for the stop controlled approach determined that sight distances in excess of 300 feet are available to the north and south of the junction. These values are greater than the 155-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 25 mph, observed travel speeds between 25 and 35 mph, and are sufficient for speeds in excess of 40 mph. Due to the high density developed nature of properties surrounding the intersection, it is recommended that an advanced intersection warning sign be placed on the northbound approach alerting motorist of the junction.

Bridge Street and Market Hill Road Intersection

Bridge Street and Market Hill Road intersect to form an unsignalized, “T” type intersection with stop control on Market Hill Road. Bridge Street and Market Hill Road are both two-way roadways running north-south and east-west, respectively. The pavement condition at the intersection can be classified as poor with moderate alligator cracking, potholes, and edge distress. The pavement markings are faded and in need of replacement, or are not provided. Specifically the stop line on the Market Street approach should be replaced along with a double yellow centerline delineation from



the stop line to the new access to the subdivision off of the Water Treatment Facility roadway. The stop sign is also old and damaged and should be replaced. Bituminous berm is provided at the intersection, with no sidewalk. The above photograph shows these characteristics of the roadway looking west on Market Hill Road.

The speed limit is posted at 25 mph on both the Bridge Street northbound and southbound approach to Market Hill Road. There was no observed posted speed limit on Market Hill Road

approach to Bridge Street in the immediate intersection vicinity, though due to the nature of the roadway in the immediate intersection area, was assumed to be 25 mph. A review of the sight lines for the stop controlled approach determined that sight distances in excess of 400 feet are available to the north and south of the junction. These values are greater than the 155-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 25 mph, observed travel speeds between 25 and 35 mph, and are sufficient for speeds in excess of 45 mph.

Bridge Street and Pine Street Intersection

Bridge Street and Pine Street intersect to form an unsignalized, “T” type intersection with stop control on the eastern leg of Pine Street. Bridge Street and Pine Street are both two-way roadways running north-south and east-west, respectively. The pavement condition at the intersection can be classified as fair with minor alligator cracking and potholes at isolated areas. Pavement markings at the intersection are in poor condition including a marked pedestrian crosswalk across Bridge Street. It is recommended that the stop line and crosswalk, including the yield bars be replaced. The adjacent



photograph depicts Pine Street looking west to the intersection with Bridge Street. As can be seen bituminous berm is provided at the intersection, with sidewalk on the western side and northern side of Bridge Street and Pine Street, respectively.

The speed limit is posted at 25 mph on both the Bridge Street southbound and Pine Street westbound approach to Pine Street. There was no observed posted speed limit on the Pine Street eastbound approach in the immediate intersection vicinity, though due to the nature of the roadway in the immediate intersection area, was assumed to be 25 mph. A review of the sight

lines for the stop controlled approach determined that sight distances in excess of 500 feet are available to the north and west of the junction. These values are greater than the 155-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 25 mph, observed travel speeds between 25 and 35 mph, and are sufficient for speeds in excess of 55 mph.

It should be noted that this intersection is under design by the Town for improvements as part of the Pine Street reconstruction project previously mentioned. There are several designs under consideration, but due to the sensitivity of the Cushman Commons area, the impacts of each of the alternatives are being evaluated. These impacts include pedestrian access, historic preservation of the common and business impacts associated with loss of parking. Specifically three designs are being reviewed and include progressive designs such as a one-way circulator road around the common, and a roundabout. The third option is a conventional “T” type intersection, with a minor realignment of the westbound Pine Street approach to a 90 degree angle. The three-way intersection option with stop control on Pine Street as it exists today, would limit the impact on the common and parking, while formalizing the intersection to a more desirable alignment. This design would also help reduce travel speeds on Pine Street by forcing eastbound motorists destined to the market or Henry Street, to slow and make a turn onto Pine Street instead of the straight alignment condition today, which results in no reduction in speeds through an area of pedestrian activity and on-street parking.

East Pleasant Street and Pine Street Intersection

East Pleasant Street and Pine Street intersect to form an unsignalized, “T” type intersection with stop control on East Pleasant Street. East Pleasant Street and Pine Street are both two-way roadways running north-south and east-west, respectively. There is a small median with a sign on the East Pleasant Street northbound approach which helps channelize westbound left turning traffic onto East Pleasant, forcing drivers to enter the lane properly and not cut the corner. The pavement condition at the intersection can be classified as fair with moderate alligator cracking and potholes throughout. Bituminous berm is provided at the intersection, with sidewalk on the

northern side of Pine Street only. The pavement markings are faded and in need of replacement, specifically the stop line on the East Pleasant Street approach.

The speed limit is posted at 25 mph on both the Pine Street eastbound and westbound approaches to the intersection, and 35 mph on the East Pleasant Street approach to the stop condition. A review of the sight lines for the stop controlled approach determined that sight distances in excess of 500 feet are available to the east and west of the junction. These values are greater than the 155-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 25 mph,



observed travel speeds between 30 and 40 mph, and are sufficient for speeds in excess of 55 mph. The above photograph looking north on East Pleasant Street shows these characteristics of the intersection.

It should be noted that this intersection is under design for improvements as part of the Pine Street reconstruction project previously mentioned. There are several designs under consideration, including slight variations to the existing three-way configuration that provide improved channelization, a separate northbound right turn lane, and a roundabout. The roundabout option would require property acquisition while the other options can easily fit within the existing available right-of-way. To improve the efficiency of the intersection, providing a dedicated northbound right turn lane will formalize existing operations that occur in the wide pavement area of the northbound approach. Proper delineation and a longer stacking length will reduce delays for the right turning traffic.

East Pleasant Street and Eastman Lane/Tilson Farm Road Intersection

East Pleasant Street and Eastman Lane/Tilson Farm Road intersect to form a signalized, four-way intersection. East Pleasant Street and Eastman Lane/Tilson Farm Road are both two-way roadways running north-south and east-west, respectively. As previously noted this intersection was recently upgraded to include the two phase traffic signal. The layout includes four mast arms and pedestrian accommodations across the northbound approach with pedestrian heads. Pavement markings at the intersection are in



fair condition including a marked pedestrian crosswalk across the southern leg of East Pleasant Street. A sidewalk is provided on the southern side of Eastman Lane to the intersection. A PVTA bus stop is located on both the north and south sides of Eastman Lane immediately west of the intersection.

East Pleasant Street and Strong Street Intersection

East Pleasant Street and Strong Street intersect to form an unsignalized, “T” type intersection with stop control on Strong Street. East Pleasant Street and Strong Street are both two-way roadways running north-south and east-west, respectively. The pavement condition at the intersection can be classified as good. Pavement markings at the intersection are also in good condition including a marked pedestrian crosswalk across the southern leg of East Pleasant Street and across Strong



Street. Granite curb and bituminous berm are provided at the intersection, with sidewalk on the west side of East Pleasant Street, east side of the northern leg of East Pleasant Street, and south side of Strong Street. The above photograph looking north on East Pleasant Street shows these characteristics of the roadway.

The speed limit is posted at 35 mph on East Pleasant Street and 30 mph on Strong Street in the vicinity of the intersection. A review of the sight lines for the stop controlled approach determined that sight distances in excess of 450 feet are available to the north and south of the junction. These values are greater than the 250-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 35 mph, observed travel speeds between 30 and 40 mph.

Henry Street and Flat Hills Road/Shutesbury Road Intersection

Henry Street and Flat Hills Road/Shutesbury Road intersect to form an unsignalized, “T” type intersection with a stop condition on the Flat Hills Road/Shutesbury Road minor approach. No stop line or stop sign are provided on the minor approach. It is recommended that these controls be added to alert motorists of the intersection and required condition. Flat Hills Road and Shutesbury Road split in a “Y” configuration approximately 75 feet east of Henry Street, with Flat Hills Road controlled by a stop sign, no stop line is evident. A stop line should be placed on the Flat Hills Road approach adjacent to the stop sign.

Henry Street and Flat Hills Road are both two-way roadways running north-south and east-west, respectively. The pavement



condition at the intersection can be classified as good. The above photograph shows Henry Street looking north from Flat Hills Road/Shutesbury Road.

The speed limit is posted at 35 mph on Henry Street and 25 mph on Shutesbury Road in the vicinity of the intersection. A review of the sight lines for the stop controlled approach determined that sight distances in excess of 450 feet are available to the north and south of the junction. These values are greater than the 250-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 35 mph, observed travel speeds between 30 and 40 mph.

North Pleasant Street and Pine Street/Meadow Street Intersection

North Pleasant Street and Pine Street/Meadow Street intersect to form a signalized, four-way junction. North Pleasant Street and Pine Street/Meadow Street are both two-way roadways running north-south and east-west, respectively. The intersection provides multi-lane approaches on North Pleasant Street with exclusive left turn, through and right turn lanes. Pavement markings at the intersection are in poor condition including marked pedestrian crosswalks across all legs of the intersection. The pavement condition at the intersection can be classified as poor with moderate alligator cracking and potholes throughout. Granite curbing and sidewalk are provided at all legs of the intersection.

A review of the signal system found that the equipment age and condition is poor and in need of replacement. The signal head layout does not meet current



MUTCD standards for placement and number. The signal though antiquated, operates with acceptable delays during peak daily conditions under a two phase fixed time condition. This intersection is not being improved as part of the Pine Street Reconstruction project. The signalized intersection is being studied separately by the Town as part of an intersection upgrade project that will also consider simplifying the southbound approach that includes Sunderland

Road and Montague Road (Route 63), which intersect approximately 150 feet north of the signal. A timeline for this upgrade has not been determined.

Traffic Flow Data

Existing traffic flow characteristics were developed from a review of historical information available from the Town and recent data collected by our office. The *BETA* data collection included an automatic traffic recorder (ATR) count on eight (8) roadways that will provide access from the proposed site to the UMass-Amherst campus, and manual turning movement counts at seven (7) intersections along these roadways. Complete count information can be found in the Appendix.

BETA conducted an ATR data collection program in April, 2013 and November, 2013 at eight (8) locations along the servicing roadway system, these locations included the following streets;

- | | |
|--------------------------|---------------------------------------|
| 1. Pine Street | 300 feet West of East Pleasant Street |
| 2. East Pleasant Street | 200 feet South of Pine Street |
| 3. Henry Street | 500 feet South of Pine Street |
| 4. Market Hill Road | 300 feet East of Bridge Street |
| 5. Bridge Street | 100 feet North of Market Hill Road |
| 6. North Pleasant Street | 50 feet South of Fisher Street |
| 7. Strong Street | 700 feet East of East Pleasant Street |
| 8. North East Street | 100 feet North of Strong Street |

The average daily traffic (ADT) on Pine Street west of East Pleasant Street was determined to be approximately 7,300 vehicles per day. On a typical weekday along this section of Pine Street traffic volumes begin to increase at 6:00 AM from less than 100 vehicles per hour overnight, to approximately 600 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 400 and 500 vehicles per hour during the morning and early afternoon hours. After 3:00, the volumes begin increasing to the daily afternoon peak period.

The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 700 vehicles per hour.

The average daily traffic (ADT) on East Pleasant Street south of Pine Street was determined to be approximately 5,700 vehicles per day. On a typical weekday along this section of East Pleasant Street traffic volumes begin to increase at 6:00 AM from less than 50 vehicles per hour overnight, to approximately 500 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 300 and 400 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin increasing to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 500 vehicles per hour.

The average daily traffic (ADT) on Henry Street south of Pine Street was determined to be approximately 3,100 vehicles per day. On a typical weekday along this section of Henry Street traffic volumes begin to increase at 6:00 AM from less than 50 vehicles per hour overnight, to approximately 300 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 150 and 250 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin to increase slightly to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 300 vehicles per hour.

The average daily traffic (ADT) on Market Hill Road east of Bridge Street was determined to be approximately 925 vehicles per day. On a typical weekday along this section of Market Hill Road traffic volumes begin to increase at 6:00 AM from less than 25 vehicles per hour overnight, to approximately 85 vehicles per hour during the morning peak from 7:00 to 8:00 AM. After that volumes decrease to between 40 and 75 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin to increase slightly to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 85 vehicles per hour.

The average daily traffic (ADT) on North Pleasant Street south of Pine Street was determined to be approximately 11,250 vehicles per day. On a typical weekday along this section of North Pleasant Street traffic volumes begin to increase at 6:00 AM from less than 200 vehicles per hour overnight, to approximately 800 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 550 and 750 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin increasing to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 825 vehicles per hour.

The average daily traffic (ADT) on Strong Street east of East Pleasant Street was determined to be approximately 3,000 vehicles per day. On a typical weekday along this section of Strong Street traffic volumes begin to increase at 6:00 AM from less than 25 vehicles per hour overnight, to approximately 330 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 175 and 225 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin to increase slightly to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 325 vehicles per hour.

The average daily traffic (ADT) on North East Street north of Strong Street was determined to be approximately 3,100 vehicles per day. On a typical weekday along this section of North East Street traffic volumes begin to increase at 6:00 AM from less than 50 vehicles per hour overnight, to approximately 250 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 150 and 200 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin to increase slightly to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 325 vehicles per hour.

Manual turning movement counts were conducted by *BETA* in April, 2013 and November, 2013 at seven (7) intersections in the study area including;

1. Henry Street at Pine Street
2. Bridge Street at Market Hill Road
3. Bridge Street at Pine Street
4. East Pleasant Street at Pine Street
5. East Pleasant Street at Eastman Lane/Tilson Farm Road
6. East Pleasant Street at Strong Street
7. North Pleasant Street at Pine Street/Meadow Street

Figure 3.1 on the following page depicts the intersection locations within the community. Data was collected during the weekday morning peak from 6:00 to 10:00 AM and the weekday afternoon peak from 3:00 to 7:00 PM. Table 1 summarizes the information obtained during the manual turning movement program.

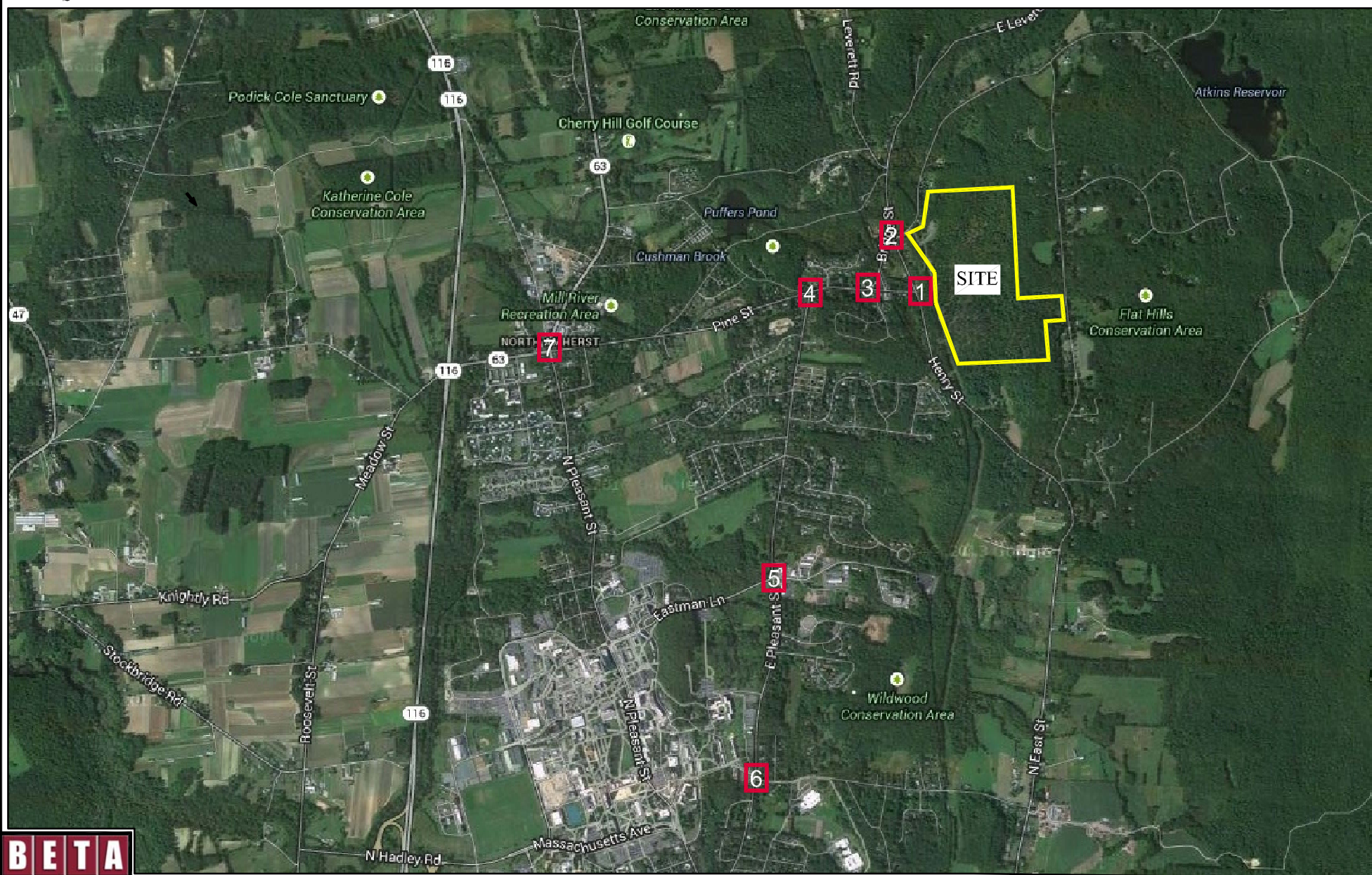
TABLE 1
Manual Turning Movement Count Data Summary

Intersection	AM Peak		PM Peak	
	Period	Volume	Period	Volume
Henry Street and Pine Street	8:00 – 9:00 AM	330	5:00 – 6:00 PM	315
Bridge Street and Market Hill Road	8:00 – 9:00 AM	450	5:00 – 6:00 PM	445
Bridge Street and Pine Street	8:00 – 9:00 AM	555	4:30 – 5:30 PM	640
East Pleasant Street and Pine Street	8:00 – 9:00 AM	785	4:30 – 5:30 PM	950
East Pleasant Street and Eastman Lane / Tilson Farm Road	8:30 – 9:30 AM	1,055	5:00 – 6:00 PM	925
East Pleasant Street and Strong Street	8:30 – 9:30 AM	995	3:30 – 4:30 PM	980
North Pleasant Street and Pine Street / Meadow Street	8:00 – 9:00 AM	1,200	5:00 – 6:00 PM	1,530

Note: Volumes indicated in the table represent rounded total vehicles entering the intersection.



Figure 3.1 - Existing Traffic Volume Count Locations



The turning movement data is summarized in Figure 3.2, depicting both the AM and PM peak volumes at the study intersections.

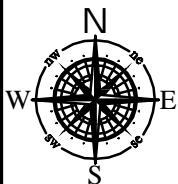
The Town data included a manual turning movement count at the intersection of North Pleasant Street and Pine Street/Meadow Street in December, 2010, where the morning peak hour of approximately 1,200 vehicles occurred between 7:30 and 8:30 AM and the afternoon peak hour occurring between 4:30 and 5:30 PM, with approximately 1,530 vehicles recorded.

Safety Analysis

To determine if there are any limiting factors affecting safety relating to the proposed access to the residential development, the physical characteristics of the servicing roadways in the area of the proposed points of access were investigated. These limiting factors would potentially include horizontal or vertical alignment changes or roadside obstructions that limit sight distances for vehicles traveling along the road, or entering the road from a side street or driveway location. In this instance, the sight distance standard is necessary to permit turning vehicles to safely enter and exit the new site access roads. As noted, access to the new subdivision will be provided from three locations, including Market Hill Road, Henry Street and Flat Hills Road.

The Market Hill Road intersection under review is an existing junction with the water treatment facility access road. The main subdivision road proposed through the site will be an extension of this existing road, which is stop controlled at Market Hill Road. The alignment of Market Hill Road in the vicinity of this intersection can be defined as curvilinear. A large horizontal curve extends from Bridge Street to over 300 feet north of the treatment facility access road which is on the outside of the curve. The vertical alignment has a gradual, south to north incline.

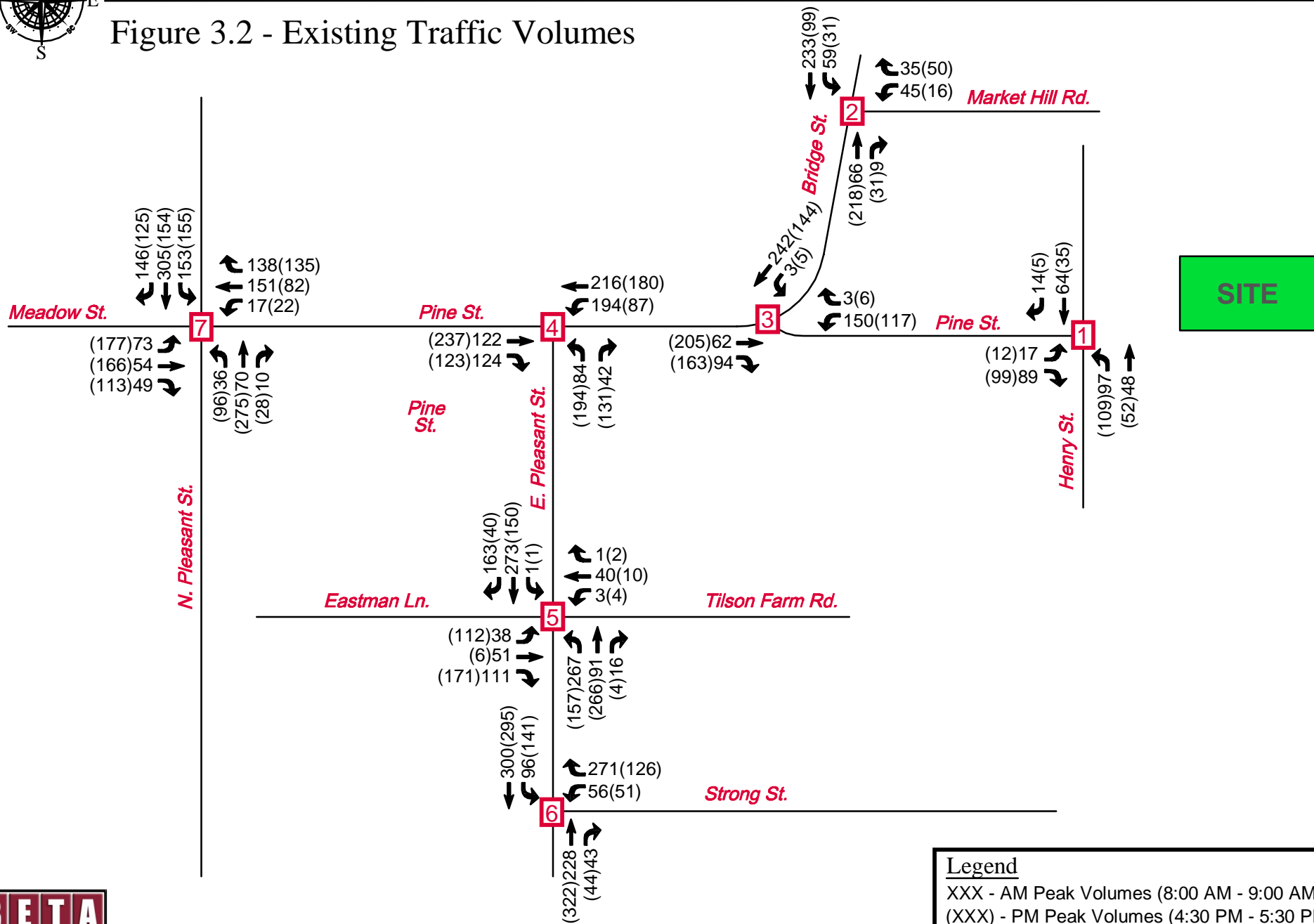
The minimum observed sight distances along Market Hill Road at the proposed northern subdivision access road intersection were found to be greater than 300 feet to both the north and south. These values exceed the 155-foot minimum safe stopping sight distance required according to AASTHO criteria for the posted speed limit of 25 mph, and observed travel speeds in this area.



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Figure 3.2 - Existing Traffic Volumes



The alignment of Henry Street in the vicinity of the new subdivision road intersection can be described as relatively straight and level to the north. The roadway has a gentle curve where the new intersection is proposed, then remains straight with a gradual decline from north to south. Based upon these geometric features, the minimum observed sight distance to the north and south along Henry Street from the proposed subdivision access road, is over 350 feet in both directions. These values are in excess of the 250-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 35 mph, and observed travel speeds between 30 and 40 mph.

The alignment of Flat Hills Road in the vicinity of the new subdivision road intersection can be described as relatively straight and gently rolling profile. The roadway has a gradual north to south incline where the new intersection is proposed. Based upon these geometric features, the minimum observed sight distance to the north and south along Flat Hills Road from the proposed subdivision access road, is over 400 feet in both directions. These values are in excess of the 250-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 35 mph, and observed travel speeds between 30 and 40 mph.

Also, as part of our analysis, a review of accident statistics was completed. Crash data was reviewed from the Town of Amherst Police Department for the latest three-year period (January, 2011 to December, 2013) to determine if any location in the project area experienced a high frequency or pattern of accidents. Table 2 on the following page summarizes the number of accidents for each intersection under study that are on record from the police department. A summary of the accident data can be found in the Appendix.

A total of 62 accidents occurred at the intersections under study with 9 involving injuries. Twenty-four of the collisions were angle collisions with 18 occurring at the only two signalized intersections under study (North Pleasant Street and Pine Street/Meadow Street intersection and East Pleasant Street and Eastman Lane/Tilson Farm Road intersection), and the majority involved turning vehicles with one rollover. The second highest type of crash was the 19 rear end crashes, which the majority also occurred at the two signalized intersections and is typical of

these controlled junctions. The majority of the 7 single vehicle crashes involved wet or snow covered roadway surface conditions. Two of the eight unknown/other accident type involved a bicyclist being struck by a vehicle at the intersection of Bridge Street and Market Hill Road and a pedestrian being struck by a vehicle at the intersection of North Pleasant Street and Pine Street/Meadow Street.

TABLE 2
Accident Data Summary

	Number of Accidents		Type of Accident							
Location	PD	PI	Rear End	Angle	Side swipe	Fixed Object	Head On	Ran off Road	Other	Total
Henry St. at Pine St. (U)	0	0	0	0	0	0	0	0	0	0
Bridge St. at Market Hill Rd. (U)	1	0	0	0	0	0	0	0	1	1
Bridge St. at Pine St.(U)	2	1	2	0	0	1	0	0	0	3
E. Pleasant St. at Pine St. (U)	13	1	2	2	0	2	1	3	4	14
E. Pleasant St. at Eastman Ln./Tilson Farm Rd. (S)	11	1	3	9	0	0	0	0	0	12
E. Pleasant St. at Strong St. (U)	11	1	7	4	0	0	0	0	1	12
N. Pleasant St. at Pine St./Meadow St. (S)	15	5	5	9	3	1	0	0	2	20
Total	53	9	19	24	3	4	1	3	8	62

(U) –Unsignalized intersection

(S) –Signalized intersection

Summarizing the crash data, there does not appear to be a location with a high incidence or severity of crashes, though generally due to the nature of the two signalized intersections without protected left turn phasing, the presence of turning vehicles results in a higher occurrence of rear-

end and angle crashes. Based upon the historical accident data obtained from the local police department, and a review of existing roadway geometry and physical features, traffic related safety improvements have been identified for the project area. These measures would include new pavement markings, new and additional signage, guardrail and potential phasing modifications at the signalized intersections to reduce the potential for rear-end and side-swipe/angle collisions.

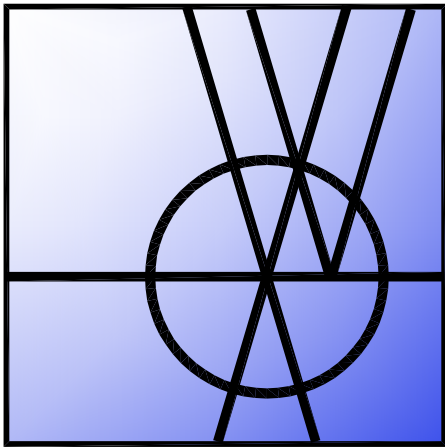
Trip Generation

To provide an understanding of the scale of the development relative to traffic, estimates of anticipated traffic to be generated by a particular land use must be calculated. As previously discussed, the residential subdivision proposal will combine several undeveloped lots to form a 147.3 acre property. The subdivision will be developed in a cluster configuration, preserving over 75 acres of open space containing natural forested land, streams and wildlife habitat. The remaining property will be subdivided into 123 residential lots, allowing construction of 175 housing units consisting of single family and duplex style homes. The *Retreat* will be a rental neighborhood accommodating predominately students of the local area colleges. An office and amenity area will also be provided for the neighborhood residents. Access to the site is proposed at three locations including Market Hill Road, Henry Street and Flat Hills Road. A site plan, prepared by *Williams & Associates* depicting the site layout and access can be found on Figure 4.

For this project, estimated traffic volumes for the new student housing development were based on an independent study of an existing student housing apartment complex in Amherst, MA and the use of trip generation factors. These factors are taken from the “Trip Generation” Manual, an informational report published by the Institute of Transportation Engineers (ITE), a national professional organization for traffic and transportation engineers. The data provided in the ITE report are based on extensive traffic studies for various types of land uses (residential, commercial, industrial, etc.). This data has been found to be very reliable and provides a sound basis for estimating vehicle trips for new development projects. For the proposed *Retreat*, Land Use Code 220 Apartment and Land Use Code 230 Residential Condominium/Townhouse were reviewed for applicability in developing an estimate of site related vehicle trips.



Min. Lot Area	Dwelling Type	Total/Type	% of Total	Regulation
15,000 SF	Single	71	40.6%	Min. 40% required
25,000 SF	Two	104	59.4%	Max. 60% allowed
	Total	175	100.0%	



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DATE: 10/28/13

REVISIONS

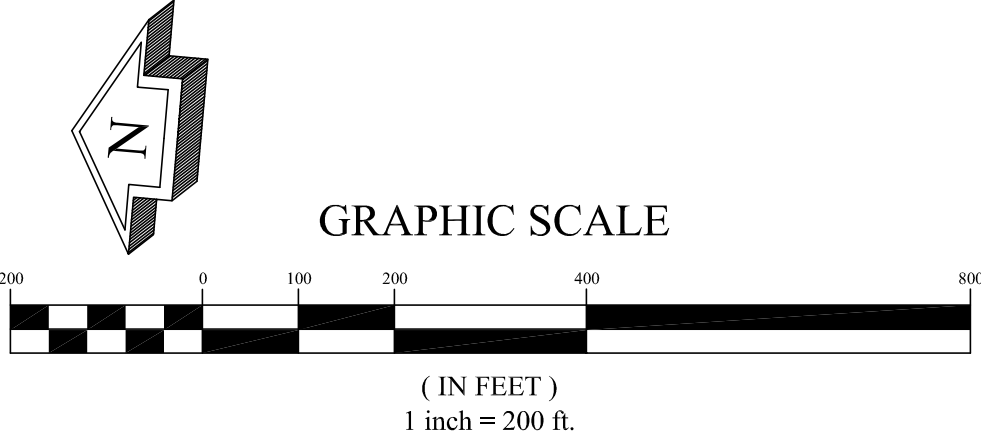
DATE	COMMENT
07/09/13	ADDED WALK/BIKE PATH

PRELIMINARY
NOT RELEASED FOR
CONSTRUCTION

ALL DRAWINGS SHALL REMAIN THE
PROPERTY OF WILLIAMS & ASSOCIATES.
THESE INSTRUMENTS OF SERVICE ARE TO
BE USED SOLELY FOR THIS SPECIFIC
PROJECT. WILLIAMS & ASSOCIATES
SHALL RETAIN ALL LEGAL RIGHTS TO THE
USE OF THE INSTRUMENTS OF SERVICE
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DEVELOPMENT

CN-O



In addition to this method, traffic count data was obtained at the *Puffton Village Apartment* complex on North Pleasant Street to develop a trip rate for the proposed student housing apartment land use. The ITE manual suggests that if a similar or like land use is available in the region of study, data could be obtained to confirm ITE rates, or to use the independent study rates if they are more appropriate. The ITE worksheets from the manual and the count data for *Puffton Village* are included in the Appendix. To provide a comparison of the trip estimates, Table 3 below summarizes the peak hour site trips that have been estimated utilizing the two land use codes available from the ITE manual, and from the independent study rate obtained for the student housing specifically for this project;

TABLE 3
Trip Generation Estimate

ITE Land Use Code 220 Apartment (175 Units)

<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
<i>Two Way Trip Total:</i>	90	<i>Two Way Trip Total:</i>	114
Entering:	18	Entering:	74
Exiting:	72	Exiting:	40

ITE Land Use Code 230 Residential Condominium/Townhouse (175 Units)

<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
<i>Two Way Trip Total:</i>	81	<i>Two Way Trip Total:</i>	96
Entering:	14	Entering:	64
Exiting:	67	Exiting:	32

**Retreat at Amherst - Independent Study Rate (175 Units)*

<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
<i>Two Way Trip Total:</i>	122	<i>Two Way Trip Total:</i>	173
Entering:	46	Entering:	78
Exiting:	76	Exiting:	95

*Values based upon empirical rates developed from the existing *Puffton Village Apartments* in Amherst, MA.

As can be seen in the table, the trip estimates utilizing the ITE residential land use codes results in lower trip estimate volumes than was found using the empirical data obtained for the rental student housing land use. In an effort to be conservative in our analysis, the rates obtained from the existing *Puffton Village Apartments* in Amherst were utilized as an estimate of future site trips as these rates are more applicable the proposed land use.

As indicated in the table, the proposed student housing development will result in a moderate volume (122 AM/173 PM) of peak hour site related trips. It should be noted that a trip is defined as a one-way vehicle movement, therefore driving to and from the development, for example is equivalent to two trips. These trips (entering/exiting) were distributed to the local servicing roadways and intersections.

Future Traffic Conditions

In order to properly assess the impacts of a development, future traffic conditions of area roadways should be estimated for the period when the development is constructed and fully occupied. Typically, the expansion of base traffic is calculated when a project is to be constructed over an extended period (+3 to 5 years). In all instances, area growth that may affect capacity results should be considered.

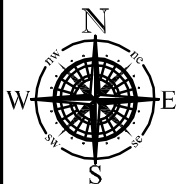
To develop a base growth estimate for the local roadways in the Town of Amherst, traffic volume data compiled by the Massachusetts Department of Transportation (MassDOT) from various count stations in Amherst were reviewed in order to determine traffic growth trends. In addition, Census data, the Town's Comprehensive Plan including a full build-out analysis, and the Master Plan for UMass-Amherst were reviewed. Based on the growth projections of the community and college, and the MassDOT record data, an annual growth rate was estimated at 1.0 percent. This rate was applied to the existing volumes to establish a future 2019 No-Build traffic condition on the servicing roadways. The future 2019 Build condition included the new estimated site related traffic added to the 2019 base traffic network.

In developing the intersection volumes to be analyzed under future build conditions, a directional distribution of the site related traffic was estimated. Due to the tenant profile of the proposed use, it is anticipated that on a daily basis, the UMass campus and downtown area will be the major destination of site-generated traffic. To determine the distribution of site traffic to the three subdivision access road intersections and the servicing roadway network, the site layout and intersection traffic distribution obtained in the data collection phase was reviewed. The most direct route between the site and college was found to be the Pine Street to East Pleasant Street corridor which is approximately 1.5 miles, and takes roughly three minutes to travel from Eastman Lane to the Market Hill Road site access road. As noted previously the PVTa already has a bus route that travels along these roadways between Cushman Village and UMass-Amherst including a bus stop at the Henry Street intersection with Market Hill Road. Travelling to the college along Henry Street to Strong Street is roughly double the time and distance, and would be less desirable on a daily basis for access between the site and the college.

Based upon the site layout and the servicing roadway network, it is estimated that approximately 55% of the site-generated traffic will enter/exit the site access on Market Hill Road, 30% will enter/exit the site access on Henry Street and 15% will enter/exit the site access on Flat Hills Road. The site-generated traffic at all three site access road intersections was then distributed to the local roadways and study intersections, using the intersection traffic distribution obtained in the data collection phase between the site and college. The trip generation volume estimates for the AM and PM peak hours and their distribution can be found in the Appendix.

Traffic Capacity Analysis

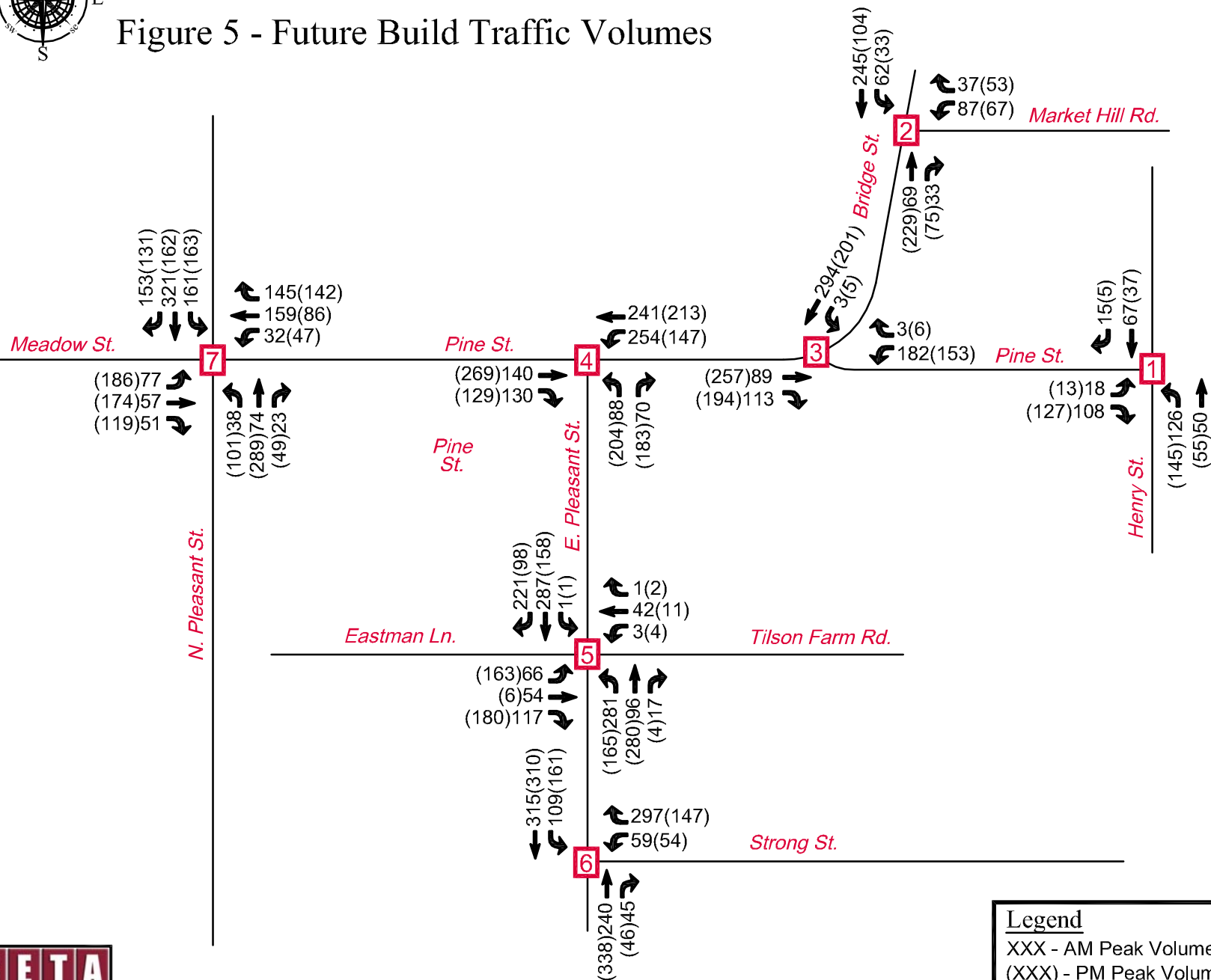
The key to any traffic impact analysis is the evaluation of roadway operations during daily peak traffic periods on the surrounding roadway system. This situation would occur when the site-generated traffic, combined with the traffic volumes on the main roadway, result in the highest one-hour volume serviced along a roadway segment, or through an intersection. Therefore, for this study the capacity analyses were performed for both the weekday morning and afternoon peak hours along the servicing roadways. The locations that would realize the effects of increased traffic demands would be the major unsignalized and signalized junctions along the



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Figure 5 - Future Build Traffic Volumes



Legend

XXX - AM Peak Volumes (8:00 AM - 9:00 AM)
(XXX) - PM Peak Volumes (4:30 PM - 5:30 PM)

arterials. Typically the roadways in the project area experience free flow operations along their length with delays limited to the intersections requiring access to the main road from a minor approach, or at a junction of two major roadways. At these locations, capacity (delays) can be measured, identifying locations with acceptable delays, or prolonged delays with congestion.

The standard means of evaluating traffic capacity is through the utilization of the methodology presented in the 2010 Highway Capacity Manual (HCM). The results of this procedure are expressed in terms of Level of Service (LOS). Level of Service is a qualitative measure of traffic flow efficiency based on anticipated vehicle delays. Listed in Table 4 is the LOS delay criteria presented in the Highway Capacity Manual for signalized and unsignalized intersections.

TABLE 4
Highway Capacity Manual Criteria

<u>Level of Service</u>	<u>Signalized Delay Per Vehicle (sec)</u>	<u>Unsignalized Delay Per Vehicle (sec)</u>
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

For example, LOS “A” represents the best condition with little or no delay while LOS “F” indicates that the roadway/intersection is at full capacity resulting in extended vehicle delays and potential queuing. The peak hour capacity analysis worksheets for the Existing, Future 2019 No-Build, and 2019 Build traffic volumes at the seven study intersections as defined, are included in the Appendix. Table 5 on the following page summarizes the results of the analyses.

TABLE 5
Level of Service Summary

Location/ Movement	EXISTING				2019 NO BUILD				2019 BUILD			
	AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
<i>Henry Street @ Pine Street (U)</i>												
Henry Street NB Left/Thru	A	7.6	A	7.5	A	7.6	A	7.5	A	7.7	A	7.6
Henry Street SB Thru/Right	-	-	-	-	-	-	-	-	-	-	-	-
Pine Street EB Left/Right	A	9.7	A	9.3	A	9.8	A	9.4	A	9.9	A	9.6
<i>Bridge Street @ Market Hill Road (U)</i>												
Bridge Street NB Thru/Right	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Street SB Left/Thru	A	7.5	A	7.9	A	7.5	A	7.9	A	7.6	A	8.0
Market Hill Road WB Left/Right	B	11.6	B	10.6	B	11.9	B	10.8	B	13.6	B	12.7
<i>Bridge Street @ Pine Street (U)</i>												
Bridge Street SB Left/Thru	A	7.6	A	8.1	A	7.6	A	8.1	A	7.7	A	8.3
Pine Street EB Thru/Right	-	-	-	-	-	-	-	-	-	-	-	-
Pine Street WB Left/Right	B	13.0	B	13.3	B	13.5	B	13.7	C	15.9	C	16.8
<i>East Pleasant Street @ Pine Street (U)</i>												
East Pleasant Street NB Left/Right	C	20.8	D	31.2	C	23.1	E	39.0	D	30.0	F	103.2
Pine Street EB Thru/Right	-	-	-	-	-	-	-	-	-	-	-	-
Pine Street WB Left/Thru	A	8.3	A	8.3	A	8.4	A	8.4	A	8.6	A	8.7
<i>East Pleasant Street @ Eastman Lane / Tilson Farm Road (S)</i>												
East Pleasant Street NB Left/Thru/Right	B	12.6	A	10.0	B	15.3	B	10.1	C	20.1	B	12.6
East Pleasant Street SB Left/Thru/Right	A	5.7	A	5.7	A	6.1	A	5.5	A	7.0	A	6.1
Eastman Lane EB Left/Thru/Right	B	14.1	B	15.5	B	14.7	B	18.2	B	18.1	C	21.4
Tilson Farm Road WB Left/Thru/Right	B	16.8	B	12.9	B	16.7	B	13.9	B	16.2	B	12.5
Overall Intersection	B	10.2	B	10.9	B	11.4	B	11.7	B	13.9	B	13.9
<i>East Pleasant Street @ Strong Street (U)</i>												
East Pleasant Street NB Thru/Right	-	-	-	-	-	-	-	-	-	-	-	-
East Pleasant Street SB Left/Thru	A	8.1	A	8.5	A	8.1	A	8.6	A	8.2	A	8.7
Strong Street WB Left/Right	C	18.0	C	18.9	C	16.2	C	21.1	C	21.0	C	22.5
<i>North Pleasant Street @ Pine Street / Meadow Street (S)</i>												
North Pleasant Street NB Left	B	11.2	B	13.6	B	11.3	B	13.8	B	11.3	B	14.7
North Pleasant Street NB Thru	B	10.6	B	15.5	B	10.7	B	15.8	B	10.7	B	16.8
North Pleasant Street NB Right	A	0.0	A	1.9	A	0	A	2.1	A	1.3	A	4.3
North Pleasant Street SB Left	B	13.5	B	19.3	B	13.8	C	20.8	B	13.8	C	23.0
North Pleasant Street SB Thru	B	14.4	B	13.1	B	14.7	B	13.3	B	14.7	B	14.1
North Pleasant Street SB Right	A	3.1	A	3.5	A	3.1	A	3.5	A	3.1	A	3.7
Meadow Street EB Left/Thru/Right	A	9.9	B	17.5	B	10.2	B	19.8	B	10.3	B	18.3
Pine Street WB Left/Thru/Right	B	10.5	A	5.7	B	10.9	A	5.8	B	11.7	A	7.0
Overall Intersection	B	10.8	B	13.4	B	11.1	B	14.3	B	11.2	B	14.4

(U) –Unsignalized intersection

(S) –Signalized intersection

The intersections studied for potential impacts included existing locations along the main corridors between the subdivision and university. Based upon the low volumes of traffic on the immediate servicing roads of Henry Street and Flat Hills Road, an analysis of the proposed intersections of the new subdivision road with these streets, was determined not to be necessary. These intersections will operate at a good Level of Service A with adequate gaps and minimal delays, with typically only one vehicle waiting to enter or exit the subdivision access road.

As can be seen in the table due to the low volumes of traffic serviced through the existing study intersections, for three of the five unsignalized junctions, the level of service is unchanged with only a minor increase in delays from the Existing 2014 condition, to the Future 2019 No Build and Build condition during both the AM and PM peak periods. At the Bridge Street intersection with Pine Street, the minor approach westbound movements delays are increased by approximately three (3) seconds which yields a LOS C from the existing LOS B. This increased delay will result in no discernable change in intersection operations where typically one to two vehicles will be queued on the minor approach waiting to turn onto Pine Street heading west.

The unsignalized intersection that presently experiences the greatest delays is the East Pleasant Street intersection with Pine Street. During the daily afternoon peak hour the northbound East Pleasant Street approach experiences delays between 25 and 35 seconds resulting in typical maximum queues of 4 to 6 vehicles waiting to turn left onto Pine Street westbound. Often several of these queued vehicles were able to turn onto Pine Street in the same gap in the mainline traffic stream as traffic on Pine Street is platooned from the west due to the traffic signal at North Pleasant Street. During all other periods of the day, this movement experiences minimal delays with typically one or two vehicles queued waiting to turn left. The right turning traffic from the minor approach experiences minimal delays when they are able to bypass the left turning traffic and turn separately. However, if more than three vehicles are queued to turn left, there is insufficient pavement width for right turning vehicles to bypass.

To help reduce minor approach delays during the afternoon period, it is recommended that the design currently being considered by the Town be implemented at this intersection. The

northbound approach has been designed with a separate left and right turn lane, allowing the right turning traffic to more efficiently access the Pine Street in available gaps, and the intersection to operate with acceptable delays similar to existing conditions. As volumes increase in the community over the next several decades, this design would lend itself to signalization of the intersection upon satisfying MUTCD warrants.

The two signalized intersections studied for this project, including East Pleasant Street at Eastman Lane and North Pleasant Street at Pine Street both operate efficiently at Level of Service B under each of the study periods. These intersections will be able to accommodate the additional traffic demands resulting from the proposed development, with minimal increase in delays. As previously noted, the North Pleasant Street signal system is antiquated and in need of replacement to meet current MUTCD design standards. A new traffic signal with current technologies will further improve operations at the intersection as the signal could better adapt to changing volumes over the course of the day.

Transit Service Access and Circulation

Transit service access and circulation in the area was investigated to insure that the proposed student housing development has nearby access to public transportation. Currently, UMass Transit provides bus and van service to the University/Five College communities. The Five Colleges includes UMass – Amherst, Amherst College, Hampshire College, Mount Holyoke College and Smith College. UMass Transit operates Pioneer Valley Transit Authority (PVTA) buses for the Five Colleges as well as the Towns of Amherst, Belchertown, Deerfield, Granby, Hadley, Northampton, South Hadley, and Sunderland. Van service is provided by SpecTrans for students, faculty and staff with disabilities for the Five Colleges on an on-call/reservation basis schedule. Both transit services are free for students, faculty and staff for the Five Colleges.

The PVTA service for the Five Colleges currently operates twelve (12) bus schedules including a service on Henry Street (Bus Route 32) adjacent to the proposed student housing development. There are two bus stop locations along Henry Street that are approximately 700 feet apart with one located at the Cushman Day School and the other at the intersection with Market Hill Road.

Service is provided at; 12:40 PM, 3:30 PM and at 4:50 PM. It is the intent of the developer to encourage the use of public transportation for neighborhood residents. To insure transit availability, the owner will approach both UMass and the PVTa to determine if the existing route can be expanded throughout the day. In addition, if the infrastructure is provided within the new subdivision it would be desirable to have the bus loop through the development as the site design would promote this circulation pattern without substantially effecting travel time and distances for the PVTa.

Pedestrian Access and Circulation

In addition to reviewing the impacts of vehicle traffic generated by the residential development, an investigation was completed to insure that safe access and circulation is provided for pedestrian and bicycle activity due to the type of land use proposed. A review of the internal circulation was completed to insure that sidewalks and crosswalks were available within the neighborhood to provide sufficient linkage to parking areas, site amenities and walking trails. In addition bicycle accommodations were reviewed between the site and university.

The site has been designed to provide sidewalks along both sides of the subdivision roads for safe pedestrian access through the neighborhood. Appropriate signage, striping and traffic calming measures will be incorporated into the final design of the project. In addition to the sidewalks within the neighborhood, a pedestrian connection to the Robert Frost Trail is being investigated. A connection to the trail will permit pedestrians to loop to the Walt Whitman Trail to the north, and also access the Puffers Pond and Mill River recreation area to the northwest.

It is anticipated that bicycle use of neighborhood residents will be more prevalent than a typical residential neighborhood due to the tenant profile. To insure that safe and adequate bicycle facilities are available between the site, college and downtown area, the main route anticipated for this use was reviewed. As previously mentioned, the most direct and shortest route includes Pine Street to East Pleasant Street. East Pleasant Street in the project area currently has a designated bike lane. The existing signing and striping is limited and in need of an upgrade. It is

recommended that new six inch white shoulder markings be placed on East Pleasant Street, clearly delineating the bike lane along with appropriate bike lane markings and signage.

The Pine Street corridor presently has no bicycle accommodations between Henry Street and East Pleasant Street, a distance of approximately 1,200 feet. A sidewalk runs along the northerly side of the road but the roadway width is insufficient to accommodate a separate bicycle lane. If the current roadway section is maintained for an extended period before the roadway is reconstructed, it is recommended that signing and markings for bicycle use be installed along this section of road. This would include “share the road” warning signs and shared lane pavement markings. As previously noted, the Town has this section of Pine Street under design for reconstruction. The design presently includes roadway widening to include a designated four foot bike lane along both sides of the road that will be signed and marked accordingly. With these measures, adequate bicycle accommodations between the new neighborhood and campus will be provided.

Conclusions and Recommendations

In summary, the study has shown that the proposed residential development project access and circulation plan has been designed to maintain a desirable level of traffic safety and efficiency on the surrounding roadway system. The proposed roadways and intersections providing access to the site including Market Hill Road, Henry Street and Flat Hills Road were reviewed for safety and found to provide sufficient stopping sight distances for entering and exiting vehicles. Initial meetings with the Town Planning and Engineering staff have been held to coordinate the design concepts for access, as these departments will be responsible for reviewing the final design elements of the development.

The study has also determined that the residential development will increase traffic volumes on the servicing roadways during the peak traffic conditions experienced along the corridors. These new vehicles will not change or negatively affect the free flow operations and acceptable level of service that presently exist in the defined project area with the recommended mitigation. The

new site access road locations will also operate efficiently with minimal delays and no congestion.

The only location identified as having potential delay increases included the Pine Street intersection with East Pleasant Street during the daily PM Peak traffic condition. During all other periods of the day no adverse impacts are anticipated and the intersection will continue to operate efficiently. To offset the daily peak hour impact, it is recommended that the East Pleasant Street northbound approach be widened slightly to accommodate a separate right turn lane onto Pine Street. This design will increase the approach capacity and reduce vehicle delays. The design is depicted in conceptual plans prepared by the Town as part of the Pine Street reconstruction project.

Other mitigation measures have been defined in the study area relating to roadway safety. These measures include improved or new pavement markings, improved or new regulatory and warning signs, guardrail installation and signal upgrade. The intersections requiring these minor enhancements include Henry Street at Pine Street, Bridge Street at Market Hill Road, Bridge Street at Pine Street, East Pleasant Street at Pine Street, Henry Street at Shutesbury Road, and North Pleasant Street at Pine Street. Guardrail installation along Henry Street and Pine Street is also required to replace existing broken and substandard systems protecting side slopes. The bicycle improvements identified included installation of a bike lane along Pine Street and replacement of the markings and signage of the existing bike lane along East Pleasant Street. These upgrades as defined will enhance safety for vehicles, bicyclists and pedestrians throughout the northern section of Town, and mitigate impacts to these roads and intersections resulting from an increase in traffic along the corridors.

Therefore based upon the analysis and study completed for this project, it can be concluded that with the mitigation proposed, the future traffic conditions resulting from the proposed residential development will provide for adequate and safe access to a public street, and will not have a detrimental effect on public safety and welfare in the study area.

Appendix

Traffic Volume Data

Traffic Crash Data

Trip Generation

Operational Analysis

Traffic Volume Data

Automatic Traffic Recorder Counts

Pine Street – West of East Pleasant Street
East Pleasant Street – South of Pine Street
Henry Street – South of Pine Street
Market Hill Road – East of Henry Street
Bridge Street – North of Market Hill Road
North Pleasant Street – North of Puffton Village Drive (North)
Strong Street – East of East Pleasant Street
North East Street – North of Strong Street

Intersection Turning Movement Counts

Henry Street at Pine Street
Bridge Street at Market Hill Road
Bridge Street at Pine Street
East Pleasant Street at Pine Street
East Pleasant Street at Eastman Lane/Tilson Farm Road
East Pleasant Street at Strong Street
North Pleasant Street at Pine Street/Meadow Street

Automatic Traffic Recorder Counts

Pine Street – West of East Pleasant Street
East Pleasant Street – South of Pine Street
Henry Street – South of Pine Street
Market Hill Road – East of Henry Street
Bridge Street – North of Market Hill Road
North Pleasant Street – North of Puffton Village Drive (North)
Strong Street – East of East Pleasant Street
North East Street – North of Strong Street

Pine Street – West of East Pleasant Street

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865

Page 1

Project Name: Retreat Amherst

Town/City: Amherst, MA

Roadway: Pine Street

Location: Pine Street at Sandy Hill Road

P: 401.333.2382 F: 401.333.9215

A1 451201 - Pine St

Site Code: 451201

Date Start: 09-Apr-13

Date End: 11-Apr-13

Start Time	08-Apr-13 Mon	09-Apr-13 Tue	10-Apr-13 Wed	11-Apr-13 Thu	12-Apr-13 Fri	Weekday Average	13-Apr-13 Sat	14-Apr-13 Sun
12:00 AM	*	*	29	36	*	32	*	*
01:00	*	*	32	24	*	28	*	*
02:00	*	*	19	12	*	16	*	*
03:00	*	*	12	17	*	14	*	*
04:00	*	*	16	16	*	16	*	*
05:00	*	*	67	57	*	62	*	*
06:00	*	*	218	197	*	208	*	*
07:00	*	*	504	440	*	472	*	*
08:00	*	*	604	565	*	584	*	*
09:00	*	*	417	423	*	420	*	*
10:00	*	*	327	*	*	327	*	*
11:00	*	*	351	*	*	351	*	*
12:00 PM	*	450	435	*	*	442	*	*
01:00	*	483	427	*	*	455	*	*
02:00	*	482	448	*	*	465	*	*
03:00	*	586	561	*	*	574	*	*
04:00	*	661	580	*	*	620	*	*
05:00	*	719	553	*	*	636	*	*
06:00	*	492	489	*	*	490	*	*
07:00	*	354	324	*	*	339	*	*
08:00	*	252	234	*	*	243	*	*
09:00	*	212	200	*	*	206	*	*
10:00	*	141	139	*	*	140	*	*
11:00	*	76	84	*	*	80	*	*
Total	0	4908	7070	1787	0		0	0
Percentage	0.0%	68.0%	97.9%	24.8%	0.0%		0.0%	0.0%
AM Peak Vol.			08:00 604	08:00 565				
PM Peak Vol.		17:00 719	16:00 580					
Total		4908	7070					

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: Pine Street
Location: Pine Street at Sandy Hill Road

[illegible]

Comb. Total	0	4908	7070	1787	0	0	7226
ADT	ADT 7,182	AADT 7,182					

East Pleasant Street – South of Pine Street

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Lincoln, RI 02865

Page 1

Project Name: Retreat Amherst

Town/City: Amherst, MA

Roadway: East Pleasant Street

Location: East Pleasant St. at Pine St.

P: 401.333.2382 F: 401.333.9215

A2 451202 - E. Plea

Site Code: 451202

Date Start: 09-Apr-13

Date End: 11-Apr-13

Start Time	08-Apr-13 Mon	09-Apr-13 Tue	10-Apr-13 Wed	11-Apr-13 Thu	12-Apr-13 Fri	Weekday Average	13-Apr-13 Sat	14-Apr-13 Sun
12:00 AM	*	*	34	38	*	36	*	*
01:00	*	*	23	16	*	20	*	*
02:00	*	*	12	7	*	10	*	*
03:00	*	*	9	11	*	10	*	*
04:00	*	*	11	20	*	16	*	*
05:00	*	*	31	47	*	39	*	*
06:00	*	*	146	140	*	143	*	*
07:00	*	*	386	310	*	348	*	*
08:00	*	*	503	468	*	486	*	*
09:00	*	*	352	432	*	392	*	*
10:00	*	*	264	*	*	264	*	*
11:00	*	290	281	*	*	286	*	*
12:00 PM	*	317	307	*	*	312	*	*
01:00	*	345	329	*	*	337	*	*
02:00	*	380	373	*	*	376	*	*
03:00	*	429	419	*	*	424	*	*
04:00	*	501	425	*	*	463	*	*
05:00	*	524	421	*	*	472	*	*
06:00	*	398	385	*	*	392	*	*
07:00	*	303	258	*	*	280	*	*
08:00	*	211	216	*	*	214	*	*
09:00	*	170	184	*	*	177	*	*
10:00	*	145	95	*	*	120	*	*
11:00	*	72	82	*	*	77	*	*
Total	0	4085	5546	1489	0		0	0
Percentage	0.0%	71.7%	97.4%	26.2%	0.0%		0.0%	0.0%
AM Peak		11:00	08:00	08:00				
Vol.		290	503	468				
PM Peak		17:00	16:00					
Vol.		524	425					
Total		4085	5546					

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6 Blackstone Valley Place
Lincoln, RI 02865
P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: East Pleasant Street
Location: East Pleasant St. at Pine St.
Start Time: 08-Apr-13
A2 451202 - E. Plea
Site Code: 451202
Date Start: 09-Apr-13
Date End: 11-Apr-13

Start Time	08-Apr-13	Tue	Wed	Thu	Fri	Sat	Sun	Week Average
Time	SB	NB	SB	NB	SB	NB	SB	SB
12:00 AM	*	*	12	16	22	*	*	14
01:00	*	*	9	4	12	*	*	6
02:00	*	*	6	2	5	*	*	4
03:00	*	*	4	4	7	*	*	4
04:00	*	*	10	14	6	*	*	12
05:00	*	*	17	34	13	*	*	26
06:00	*	*	115	109	31	*	*	112
07:00	*	*	261	215	95	*	*	238
08:00	*	*	361	331	137	*	*	346
09:00	*	*	241	294	138	*	*	268
10:00	*	*	170	94	*	*	*	170
11:00	*	139	151	*	*	*	*	138
12:00 PM	*	168	149	*	*	*	*	162
01:00	*	166	179	*	*	*	*	170
02:00	*	182	198	*	*	*	*	174
03:00	*	205	224	*	*	*	*	186
04:00	*	186	315	*	*	*	*	186
05:00	*	246	278	*	*	*	*	216
06:00	*	182	216	*	*	*	*	176
07:00	*	161	142	*	*	*	*	140
08:00	*	73	138	*	*	*	*	80
09:00	*	60	110	*	*	*	*	62
10:00	*	51	94	*	*	*	*	48
11:00	*	25	47	*	*	*	*	30
Lane	0	1844	2241	1023	466	0	0	2965
Day	0	4085	5546	1489	0	0	0	5694
AM								
Peak	11:00	11:00	08:00	08:00	09:00			08:00
Vol.	139	151	361	331	138			346
PM								
Peak	17:00	16:00	16:00	15:00				17:00
Vol.	246	315	187	252				216
								276

Comb. Total	0	4085	5546	1489	0	0	0	5694
ADT	Not Calculated							

Henry Street – South of Pine Street

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6 Blackstone Valley Place
Lincoln, RI 02865

Page 1

Project Name: Retreat Amherst

Town/City: Amherst, MA

Roadway: Henry Street

Location: Henry Street at Pine Street

P: 401.333.2382 F: 401.333.9215

A3 451203 - Henry S

Site Code: 451203

Date Start: 09-Apr-13

Date End: 11-Apr-13

Start Time	08-Apr-13 Mon	09-Apr-13 Tue	10-Apr-13 Wed	11-Apr-13 Thu	12-Apr-13 Fri	Weekday Average	13-Apr-13 Sat	14-Apr-13 Sun
12:00 AM	*	*	6	13	*	10	*	*
01:00	*	*	9	10	*	10	*	*
02:00	*	*	8	6	*	7	*	*
03:00	*	*	8	6	*	7	*	*
04:00	*	*	6	9	*	8	*	*
05:00	*	*	35	30	*	32	*	*
06:00	*	*	91	98	*	94	*	*
07:00	*	*	243	216	*	230	*	*
08:00	*	*	263	295	*	279	*	*
09:00	*	*	205	197	*	201	*	*
10:00	*	*	152	*	*	152	*	*
11:00	*	*	138	*	*	138	*	*
12:00 PM	*	*	176	*	*	176	*	*
01:00	*	200	201	*	*	200	*	*
02:00	*	182	189	*	*	186	*	*
03:00	*	227	240	*	*	234	*	*
04:00	*	297	259	*	*	278	*	*
05:00	*	295	292	*	*	294	*	*
06:00	*	198	193	*	*	196	*	*
07:00	*	142	127	*	*	134	*	*
08:00	*	105	71	*	*	88	*	*
09:00	*	69	72	*	*	70	*	*
10:00	*	48	52	*	*	50	*	*
11:00	*	22	34	*	*	28	*	*
Total	0	1785	3070	880	0		0	0
Percentage	0.0%	57.5%	99.0%	28.4%	0.0%		0.0%	0.0%
AM Peak			08:00	08:00				
Vol.			263	295				
PM Peak		16:00	17:00					
Vol.		297	292					
Total		1785	3070					

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865
P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: Henry Street
Location: Henry Street at Pine Street
Start Time: 08-Apr-13
A3 451203 - Henry S
Site Code: 451203
Date Start: 09-Apr-13
Date End: 11-Apr-13

Start Time	Mon		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	5	1	4	9	*	*	*	*	*	*	4	5
01:00	*	*	*	*	5	4	6	4	*	*	*	*	*	*	6	4
02:00	*	*	*	*	3	5	5	1	*	*	*	*	*	*	4	3
03:00	*	*	*	*	3	5	3	3	*	*	*	*	*	*	3	4
04:00	*	*	*	*	3	3	6	3	*	*	*	*	*	*	4	3
05:00	*	*	*	*	14	21	10	20	*	*	*	*	*	*	12	20
06:00	*	*	*	*	45	46	43	55	*	*	*	*	*	*	44	50
07:00	*	*	*	*	92	151	106	110	*	*	*	*	*	*	99	130
08:00	*	*	*	*	123	140	150	145	*	*	*	*	*	*	136	142
09:00	*	*	*	*	105	100	101	96	*	*	*	*	*	*	103	98
10:00	*	*	*	*	79	73	*	*	*	*	*	*	*	*	79	73
11:00	*	*	*	*	61	77	*	*	*	*	*	*	*	*	61	77
12:00 PM	*	*	*	*	80	96	*	*	*	*	*	*	*	*	80	96
01:00	*	*	91	109	94	107	*	*	*	*	*	*	*	*	92	108
02:00	*	*	84	98	94	95	*	*	*	*	*	*	*	*	89	96
03:00	*	*	104	123	128	112	*	*	*	*	*	*	*	*	116	118
04:00	*	*	149	148	128	131	*	*	*	*	*	*	*	*	138	140
05:00	*	*	148	147	153	139	*	*	*	*	*	*	*	*	150	143
06:00	*	*	102	96	92	101	*	*	*	*	*	*	*	*	97	98
07:00	*	*	90	52	58	69	*	*	*	*	*	*	*	*	74	60
08:00	*	*	53	52	44	27	*	*	*	*	*	*	*	*	48	40
09:00	*	*	33	36	30	42	*	*	*	*	*	*	*	*	32	39
10:00	*	*	28	20	28	24	*	*	*	*	*	*	*	*	28	22
11:00	*	*	15	7	18	16	*	*	*	*	*	*	*	*	16	12
Lane	0	0	897	888	1485	1585	434	446	0	0	0	0	0	0	1515	1581
Day	0	0	1785	880	3070	880	880	880	0	0	0	0	0	0	3096	3096
Peak AM					08:00	07:00	08:00	08:00							08:00	08:00
Vol.					123	151	150	145							136	142
PM																
Peak			16:00	16:00	17:00	17:00									17:00	17:00
Vol.			149	148	153	139									150	143

Comb. Total 0 1785 880 3070 0 0 0 3096

ADT Not Calculated

Market Hill Road – East of Henry Street

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865

Page 1

Project Name: Retreat Amherst

Town/City: Amherst, MA

Roadway: Market Hill Road

Location: Market Hill Rd. at Henry St.

P: 401.333.2382 F: 401.333.9215

A4 451204 - Market

Site Code: 451204

Date Start: 09-Apr-13

Date End: 11-Apr-13

Start Time	08-Apr-13 Mon	09-Apr-13 Tue	10-Apr-13 Wed	11-Apr-13 Thu	12-Apr-13 Fri	Weekday Average	13-Apr-13 Sat	14-Apr-13 Sun
12:00 AM	*	*	0	3	*	2	*	*
01:00	*	*	0	1	*	0	*	*
02:00	*	*	0	2	*	1	*	*
03:00	*	*	2	2	*	2	*	*
04:00	*	*	2	3	*	2	*	*
05:00	*	*	17	8	*	12	*	*
06:00	*	*	36	18	*	27	*	*
07:00	*	*	87	70	*	78	*	*
08:00	*	*	74	56	*	65	*	*
09:00	*	*	58	57	*	58	*	*
10:00	*	*	47	*	*	47	*	*
11:00	*	*	61	*	*	61	*	*
12:00 PM	*	*	42	*	*	42	*	*
01:00	*	56	72	*	*	64	*	*
02:00	*	55	62	*	*	58	*	*
03:00	*	80	65	*	*	72	*	*
04:00	*	103	62	*	*	82	*	*
05:00	*	100	69	*	*	84	*	*
06:00	*	57	50	*	*	54	*	*
07:00	*	42	43	*	*	42	*	*
08:00	*	27	20	*	*	24	*	*
09:00	*	25	16	*	*	20	*	*
10:00	*	26	13	*	*	20	*	*
11:00	*	11	4	*	*	8	*	*
Total	0	582	902	220	0		0	0
Percentage	0.0%	62.9%	97.5%	23.8%	0.0%		0.0%	0.0%
AM Peak			07:00	07:00				
Vol.			87	70				
PM Peak		16:00	13:00					
Vol.		103	72					
Total		582	902					

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865
P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: Market Hill Road
Location: Market Hill Rd. at Henry St.
Start Date: 08-Apr-13
End Date: 11-Apr-13
Site Code: 451204
Date Start: 09-Apr-13
Date End: 11-Apr-13
A4 451204 - Market

Start Time	08-Apr-13	Tue	Wed	Thu	Fri	Sat	Sun	Week Average
	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	2	1	*	*	1
01:00	*	*	0	1	0	*	*	0
02:00	*	*	0	2	0	*	*	0
03:00	*	*	2	1	1	*	*	1
04:00	*	*	0	1	2	*	*	2
05:00	*	*	6	1	8	*	*	0
06:00	*	*	10	6	12	*	*	3
07:00	*	*	31	20	50	*	*	8
08:00	*	*	23	15	41	*	*	26
09:00	*	*	22	17	40	*	*	19
10:00	*	*	20	*	*	*	*	20
11:00	*	*	34	27	*	*	*	27
12:00 PM	*	*	23	19	*	*	*	34
01:00	*	34	41	31	*	*	*	23
02:00	*	32	30	32	*	*	*	38
03:00	*	49	42	23	*	*	*	31
04:00	*	57	40	22	*	*	*	46
05:00	*	60	44	25	*	*	*	48
06:00	*	41	35	15	*	*	*	52
07:00	*	29	31	12	*	*	*	32
08:00	*	20	14	6	*	*	*	16
09:00	*	20	12	4	*	*	*	30
10:00	*	22	7	6	*	*	*	12
11:00	*	7	4	6	*	*	*	6
Lane	0	371	471	65	0	0	0	493
Day	0	582	902	220	0	0	0	926
AM								
Peak		11:00	07:00	07:00				11:00
Vol.		34	56	20				34
PM				50				53
Peak		17:00	17:00	14:00				17:00
Vol.		60	44	32				52
								34

Comb. Total	0	582	902	220	0	0	0	926
ADT	Not Calculated							

Bridge Street – North of Market Hill Road

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865

Page 1

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: Bridge Street
Location: Bridge St. at Market Hill Rd.

P: 401.333.2382 F: 401.333.9215

A5 451205 - Bridge
Site Code: 451205
Date Start: 09-Apr-13
Date End: 11-Apr-13

Start Time	08-Apr-13 Mon	09-Apr-13 Tue	10-Apr-13 Wed	11-Apr-13 Thu	12-Apr-13 Fri	Weekday Average	13-Apr-13 Sat	14-Apr-13 Sun
12:00 AM	*	*	23	27	*	25	*	*
01:00	*	*	12	14	*	13	*	*
02:00	*	*	9	12	*	10	*	*
03:00	*	*	4	2	*	3	*	*
04:00	*	*	6	4	*	5	*	*
05:00	*	*	26	22	*	24	*	*
06:00	*	*	30	99	*	64	*	*
07:00	*	*	0	194	*	97	*	*
08:00	*	*	0	383	*	192	*	*
09:00	*	*	0	388	*	194	*	*
10:00	*	*	0	237	*	118	*	*
11:00	*	*	0	*	*	0	*	*
12:00 PM	*	*	0	*	*	0	*	*
01:00	*	*	164	*	*	164	*	*
02:00	*	241	247	*	*	244	*	*
03:00	*	272	251	*	*	262	*	*
04:00	*	322	309	*	*	316	*	*
05:00	*	364	376	*	*	370	*	*
06:00	*	309	333	*	*	321	*	*
07:00	*	229	222	*	*	226	*	*
08:00	*	151	149	*	*	150	*	*
09:00	*	132	136	*	*	134	*	*
10:00	*	87	99	*	*	93	*	*
11:00	*	52	72	*	*	62	*	*
Total	0	2159	2468	1382	0		0	0
Percentage	0.0%	69.9%	79.9%	44.8%	0.0%		0.0%	0.0%
AM Peak			06:00	09:00				
Vol.			30	388				
PM Peak		17:00	17:00					
Vol.		364	376					
Total		2159	2468					

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865
P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: Bridge Street
Location: Bridge St. at Market Hill Rd.

A5 451205 - Bridge
Site Code: 451205
Date Start: 09-Apr-13
Date End: 11-Apr-13

Start Time	08-Apr-13	Tue	Wed	Thu	Fri	Sat	Sun	Week Average
	SB	NB	SB	NB	SB	NB	SB	SB
12:00 AM	*	*	6	8	19	*	*	7
01:00	*	*	3	6	8	*	*	4
02:00	*	*	2	5	7	*	*	4
03:00	*	*	2	1	1	*	*	2
04:00	*	*	4	4	0	*	*	4
05:00	*	*	19	15	7	*	*	17
06:00	*	*	26	86	13	*	*	56
07:00	*	*	0	141	53	*	*	70
08:00	*	*	0	276	107	*	*	138
09:00	*	*	0	294	94	*	*	147
10:00	*	*	0	142	95	*	*	71
11:00	*	*	0	*	*	*	*	0
12:00 PM	*	*	0	*	*	*	*	0
01:00	*	*	91	*	*	*	*	91
02:00	*	*	134	*	*	*	*	124
03:00	*	113	96	*	*	*	*	105
04:00	*	158	120	*	*	*	*	122
05:00	*	197	189	*	*	*	*	193
06:00	*	223	131	*	*	*	*	136
07:00	*	200	127	*	*	*	*	118
08:00	*	144	68	*	*	*	*	76
09:00	*	109	51	*	*	*	*	46
10:00	*	42	43	*	*	*	*	26
11:00	*	23	30	*	*	*	*	19
Lane	0	804	26	978	404	0	0	1425
Day	0	2159	2468	1382	0	0	0	3084
AM								
Peak			06:00	09:00	08:00			09:00
Vol.			26	294	107			147
PM								
Peak		17:00	14:00	17:00				17:00
Vol.		141	134	245				136

Comb. Total	0	2159	2468	1382	0	0	0	3084
ADT	Not Calculated							

North Pleasant Street – North of Puffton Village Drive (North)

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865

Page 1

Project Name: Retreat Amherst

Town/City: Amherst, MA

Roadway: N. Pleasant Street

Location: N. Pleasant St. at Fisher St.

P: 401.333.2382 F: 401.333.9215

A6 451206 - N. P

Site Code: 451201

Date Start: 12-Nov-13

Date End: 18-Nov-13

Start Time	11-Nov-13 Mon	12-Nov-13 Tue	13-Nov-13 Wed	14-Nov-13 Thu	15-Nov-13 Fri	Weekday Average	16-Nov-13 Sat	17-Nov-13 Sun
12:00 AM	*	*	162	121	156	146	286	271
01:00	*	*	88	48	130	89	219	240
02:00	*	*	31	26	76	44	154	171
03:00	*	*	19	24	46	30	86	91
04:00	*	*	45	37	60	47	55	30
05:00	*	*	57	120	114	97	91	53
06:00	*	*	191	363	374	309	109	88
07:00	*	*	502	709	679	630	173	107
08:00	*	*	848	755	775	793	215	138
09:00	*	*	716	580	706	667	352	292
10:00	*	*	589	523	603	572	539	382
11:00	*	*	555	510	616	560	544	529
12:00 PM	*	*	671	713	731	705	670	662
01:00	*	658	639	621	799	679	604	520
02:00	*	728	1218	751	940	909	644	614
03:00	*	679	567	773	797	704	609	690
04:00	*	772	768	807	825	793	634	551
05:00	*	817	720	808	776	780	562	509
06:00	*	582	603	744	673	650	528	428
07:00	*	547	495	563	579	546	464	353
08:00	*	417	491	499	507	478	491	353
09:00	*	425	375	559	514	468	452	257
10:00	*	313	293	375	398	345	430	229
11:00	*	235	172	222	355	246	294	166
Total	0	6173	10815	11251	12229		9205	7724
Percentage	0.0%	54.7%	95.8%	99.7%	108.3%		81.6%	68.4%
AM Peak			08:00	08:00	08:00		11:00	11:00
Vol.			848	755	775		544	529
PM Peak		17:00	14:00	17:00	14:00		12:00	15:00
Vol.		817	1218	808	940		670	690

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: N. Pleasant Street
Location: N. Pleasant St. at Fisher St.

P: 401.333.2382 F: 401.333.9215

A6 451206 - N. P
Site Code: 451201
Date Start: 12-Nov-13
Date End: 18-Nov-13

Start Time	18-Nov-13 Mon	19-Nov-13 Tue	20-Nov-13 Wed	21-Nov-13 Thu	22-Nov-13 Fri	Weekday Average	23-Nov-13 Sat	24-Nov-13 Sun
12:00 AM	96	*	*	*	*	96	*	*
01:00	48	*	*	*	*	48	*	*
02:00	17	*	*	*	*	17	*	*
03:00	13	*	*	*	*	13	*	*
04:00	50	*	*	*	*	50	*	*
05:00	102	*	*	*	*	102	*	*
06:00	397	*	*	*	*	397	*	*
07:00	700	*	*	*	*	700	*	*
08:00	807	*	*	*	*	807	*	*
09:00	644	*	*	*	*	644	*	*
10:00	609	*	*	*	*	609	*	*
11:00	614	*	*	*	*	614	*	*
12:00 PM	668	*	*	*	*	668	*	*
01:00	644	*	*	*	*	644	*	*
02:00	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*
Total	5409	0	0	0	0		0	0
Percentage	100.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	08:00							
Vol.	807							
PM Peak	12:00							
Vol.	668							
Total		6173	10815					

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865
P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: N. Pleasant Street
Location: N. Pleasant St. at Fisher St.
Start Time: 12:00
Date Start: 12-Nov-13
Date End: 18-Nov-13
Site Code: 451201
A6 451206 - N. P

Start Time	11-Nov-13		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	89	73	48	73	80	76	143	143	150	121	102	97
01:00	*	*	*	*	34	54	25	23	63	67	113	106	127	113	72	73
02:00	*	*	*	*	13	18	12	14	35	41	77	77	91	80	46	46
03:00	*	*	*	*	6	13	14	10	20	26	43	43	43	48	25	28
04:00	*	*	*	*	37	8	35	2	44	16	31	24	15	15	32	13
05:00	*	*	*	*	38	19	91	29	79	35	59	32	31	22	60	27
06:00	*	*	*	*	158	33	263	100	270	104	81	28	57	31	166	59
07:00	*	*	*	*	370	132	509	200	501	178	99	74	72	35	310	124
08:00	*	*	*	*	614	234	534	221	551	224	127	88	84	54	382	164
09:00	*	*	*	*	494	222	382	198	476	230	219	133	167	125	348	182
10:00	*	*	*	*	401	188	318	205	357	246	306	233	223	159	321	206
11:00	*	*	*	*	326	229	266	244	354	262	266	278	313	216	305	246
12:00 PM	*	*	*	*	372	299	388	325	369	362	348	322	438	224	383	306
01:00	*	*	*	*	377	262	318	303	441	358	313	291	303	217	345	296
02:00	*	*	*	*	770	448	379	372	468	472	361	283	326	288	448	368
03:00	*	*	*	*	262	305	328	445	365	432	330	279	333	357	321	365
04:00	*	*	*	*	336	432	353	454	345	480	361	273	300	251	339	387
05:00	*	*	*	*	328	392	387	421	392	384	338	224	285	224	345	353
06:00	*	*	*	*	292	311	421	323	341	332	297	231	233	195	312	281
07:00	*	*	*	*	271	276	284	279	305	274	249	215	177	176	254	247
08:00	*	*	*	*	226	265	229	270	272	235	260	231	180	173	226	234
09:00	*	*	*	*	147	228	220	339	254	260	221	231	110	147	190	241
10:00	*	*	*	*	137	156	179	196	218	180	245	185	92	137	170	170
11:00	*	*	*	*	73	99	94	128	190	165	138	156	81	85	113	127
Lane	0	0	2872	3301	6135	4680	6077	5174	6790	5439	5025	4180	4231	3493	5615	4640
Day	0	0	6173		10815		11251		12229		9205		7724		10255	
AM					08:00	08:00	08:00	11:00	08:00	11:00	10:00	11:00	11:00	11:00	08:00	11:00
Peak					614	234	534	244	551	262	306	278	313	216	382	246
Vol.																
PM																
Peak			14:00	17:00	14:00	14:00	18:00	16:00	14:00	16:00	14:00	12:00	12:00	15:00	14:00	16:00
Vol.			381	475	770	448	421	454	468	480	361	322	438	357	448	387

Strong Street – East of East Pleasant Street

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865

Page 1

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: Strong Street
Location: Strong St. at Wildwood Elem.

P: 401.333.2382 F: 401.333.9215

A7 451207 - Stro
Site Code: 451207
Date Start: 12-Nov-13
Date End: 19-Nov-13

Start Time	11-Nov-13 Mon	12-Nov-13 Tue	13-Nov-13 Wed	14-Nov-13 Thu	15-Nov-13 Fri	Weekday Average	16-Nov-13 Sat	17-Nov-13 Sun
12:00 AM	*	*	22	0	17	13	25	33
01:00	*	*	21	0	21	14	30	33
02:00	*	*	6	0	14	7	31	21
03:00	*	*	1	0	4	2	11	13
04:00	*	*	4	0	8	4	7	9
05:00	*	*	9	0	11	7	10	4
06:00	*	*	37	0	54	30	30	18
07:00	*	*	110	0	150	87	56	29
08:00	*	*	323	0	331	218	67	49
09:00	*		327	0	328	218	128	82
10:00	*	*	217	0	213	143	147	135
11:00	*	*	182	0	171	118	158	104
12:00 PM	*	210	170	0	212	148	159	157
01:00	*	221	206	0	196	156	168	172
02:00	*	203	187	190	239	205	134	141
03:00	*	248	261	311	296	279	155	180
04:00	*	300	0	283	270	213	159	163
05:00	*	305	0	344	315	241	155	158
06:00	*	254	0	188	184	156	119	118
07:00	*	156	0	163	141	115	81	96
08:00	*	101	0	91	84	69	73	73
09:00	*	87	0	101	73	65	81	65
10:00	*	60	0	87	81	57	62	58
11:00	*	40	0	42	56	34	59	31
Total	0	2185	2083	1800	3469		2105	1942
Percentage	0.0%	84.1%	80.1%	69.3%	133.5%		81.0%	74.7%
AM Peak Vol.			09:00 327		08:00 331		11:00 158	10:00 135
PM Peak Vol.		17:00 305	15:00 261	17:00 344	17:00 315		13:00 168	15:00 180

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865

Page 2

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: Strong Street
Location: Strong St. at Wildwood Elem.

P: 401.333.2382 F: 401.333.9215

A7 451207 - Stro
Site Code: 451207
Date Start: 12-Nov-13
Date End: 19-Nov-13

Start Time	18-Nov-13 Mon	19-Nov-13 Tue	20-Nov-13 Wed	21-Nov-13 Thu	22-Nov-13 Fri	Weekday Average	23-Nov-13 Sat	24-Nov-13 Sun
12:00 AM	17	27	*	*	*	22	*	*
01:00	14	16	*	*	*	15	*	*
02:00	10	12	*	*	*	11	*	*
03:00	2	1	*	*	*	2	*	*
04:00	4	2	*	*	*	3	*	*
05:00	9	6	*	*	*	8	*	*
06:00	59	50	*	*	*	54	*	*
07:00	144	148	*	*	*	146	*	*
08:00	327	308	*	*	*	318	*	*
09:00	366	366	*	*	*	366	*	*
10:00	205	156	*	*	*	180	*	*
11:00	197	*	*	*	*	197	*	*
12:00 PM	203	*	*	*	*	203	*	*
01:00	204	*	*	*	*	204	*	*
02:00	197	*	*	*	*	197	*	*
03:00	288	*	*	*	*	288	*	*
04:00	232	*	*	*	*	232	*	*
05:00	331	*	*	*	*	331	*	*
06:00	186	*	*	*	*	186	*	*
07:00	142	*	*	*	*	142	*	*
08:00	98	*	*	*	*	98	*	*
09:00	78	*	*	*	*	78	*	*
10:00	62	*	*	*	*	62	*	*
11:00	34	*	*	*	*	34	*	*
Total	3409	1092	0	0	0		0	0
Percentage	100.9%	32.3%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	09:00	09:00						
Vol.	366	366						
PM Peak	17:00							
Vol.	331							
Total		3277	2083					

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865
P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: Strong Street
Location: Strong St. at Wildwood Elem.
Start Time: 11-Nov-13
A7 451207 - Stro
Site Code: 451207
Date Start: 12-Nov-13
Date End: 19-Nov-13

Start Time	11-Nov-13	Tue	Wed	Thu	Fri	Sat	Sun	Week Average
	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	16	6	11	9	16	14
01:00	*	*	12	9	5	16	14	15
02:00	*	*	3	3	9	15	16	13
03:00	*	*	0	1	2	2	9	7
04:00	*	*	2	2	2	4	3	4
05:00	*	*	4	5	9	3	7	4
06:00	*	*	7	30	42	8	22	2
07:00	*	*	21	89	107	17	39	10
08:00	*	*	76	247	241	23	44	13
09:00	*	*	80	247	243	57	71	36
10:00	*	*	59	158	144	60	87	53
11:00	*	*	76	106	96	62	96	89
12:00 PM	*	*	77	93	103	75	84	65
01:00	*	*	106	100	105	67	101	96
02:00	*	*	96	91	143	59	75	94
03:00	*	*	162	99	192	77	78	79
04:00	*	*	0	0	166	74	85	79
05:00	*	*	0	0	209	72	83	82
06:00	*	*	0	0	93	50	69	113
07:00	*	*	0	0	90	34	47	132
08:00	*	*	0	0	51	37	46	56
09:00	*	*	0	0	44	40	31	50
10:00	*	*	0	0	29	45	37	55
11:00	*	*	0	0	41	26	36	40
	*	*	0	0	31	37	22	28
Lane	0	1314	797	1286	1100	700	1678	3469
Day	0	2185	2083	1800	2105	1942	1158	2391
AM								
Peak		09:00	08:00	08:00	11:00	11:00	10:00	09:00
Vol.		80	247	90	62	96	89	50
PM								
Peak	17:00	12:00	13:00	17:00	15:00	13:00	12:00	15:00
Vol.	199	114	162	100	223	121	96	147

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865
P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: Strong Street
Location: Strong St. at Wildwood Elem.
Start Time: 12:00
Start Date: 18-Nov-13
A7 451207 - Stro
Site Code: 451207
Date Start: 12-Nov-13
Date End: 19-Nov-13

Time	Mon		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	11	6	16	11	*	*	*	*	*	*	*	*	*	*	14	8
01:00 AM	9	5	8	8	*	*	*	*	*	*	*	*	*	*	8	6
02:00 AM	5	5	5	7	*	*	*	*	*	*	*	*	*	*	5	6
03:00 AM	1	1	1	0	*	*	*	*	*	*	*	*	*	*	1	0
04:00 AM	1	3	1	1	*	*	*	*	*	*	*	*	*	*	1	0
05:00 AM	2	7	2	4	*	*	*	*	*	*	*	*	*	*	2	6
06:00 AM	14	45	11	39	*	*	*	*	*	*	*	*	*	*	12	42
07:00 AM	31	113	25	123	*	*	*	*	*	*	*	*	*	*	28	118
08:00 AM	74	253	62	246	*	*	*	*	*	*	*	*	*	*	68	250
09:00 AM	104	262	88	278	*	*	*	*	*	*	*	*	*	*	96	270
10:00 AM	70	135	60	96	*	*	*	*	*	*	*	*	*	*	65	116
11:00 AM	86	111	*	*	*	*	*	*	*	*	*	*	*	*	86	111
12:00 PM	89	114	*	*	*	*	*	*	*	*	*	*	*	*	89	114
01:00 PM	105	99	*	*	*	*	*	*	*	*	*	*	*	*	105	99
02:00 PM	104	93	*	*	*	*	*	*	*	*	*	*	*	*	104	93
03:00 PM	194	94	*	*	*	*	*	*	*	*	*	*	*	*	194	94
04:00 PM	140	92	*	*	*	*	*	*	*	*	*	*	*	*	140	92
05:00 PM	217	114	*	*	*	*	*	*	*	*	*	*	*	*	217	114
06:00 PM	119	67	*	*	*	*	*	*	*	*	*	*	*	*	119	67
07:00 PM	80	62	*	*	*	*	*	*	*	*	*	*	*	*	80	62
08:00 PM	60	38	*	*	*	*	*	*	*	*	*	*	*	*	60	38
09:00 PM	52	26	*	*	*	*	*	*	*	*	*	*	*	*	52	26
10:00 PM	35	27	*	*	*	*	*	*	*	*	*	*	*	*	35	27
11:00 PM	22	12	*	*	*	*	*	*	*	*	*	*	*	*	22	12
Lane	1625	1784	279	813	0	0	0	0	0	0	0	0	0	0	1603	1773
Day	3409	1092	1092	813	0	0	0	0	0	0	0	0	0	0	3376	1773
AM Peak	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00
Vol.	104	262	88	278											96	270
PM Peak	17:00	12:00													17:00	12:00
Vol.	217	114													217	114

Comb. Total	3409	3277	2083	1800	3469	2105	1942	5767
ADT	Not Calculated							

North East Street – North of Strong Street

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865

Page 1

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: N. East Street
Location: N. East St. at Strong St.

P: 401.333.2382 F: 401.333.9215

A8 451208 - N.
Site Code: 451208
Date Start: 12-Nov-13
Date End: 19-Nov-13

Start Time	11-Nov-13 Mon	12-Nov-13 Tue	13-Nov-13 Wed	14-Nov-13 Thu	15-Nov-13 Fri	Weekday Average	16-Nov-13 Sat	17-Nov-13 Sun
12:00 AM	*	*	19	14	18	17	25	45
01:00	*	*	5	3	11	6	22	22
02:00	*	*	2	6	3	4	14	18
03:00	*	*	7	10	10	9	10	13
04:00	*	*	17	20	14	17	19	7
05:00	*	*	47	41	43	44	32	11
06:00	*	*	120	106	108	111	53	30
07:00	*	*	202	222	212	212	70	67
08:00	*	*	249	266	244	253	176	125
09:00	*	*	165	159	174	166	210	188
10:00	*	*	157	157	164	159	244	169
11:00	*	*	128	153	137	139	224	183
12:00 PM	*	168	161	185	175	172	259	198
01:00	*	180	153	165	198	174	217	189
02:00	*	173	154	202	209	184	234	300
03:00	*	296	225	272	302	274	248	207
04:00	*	329	312	329	314	321	245	172
05:00	*	272	273	295	298	284	197	139
06:00	*	172	172	197	218	190	155	96
07:00	*	97	112	126	126	115	99	73
08:00	*	76	84	100	106	92	96	70
09:00	*	54	59	69	105	72	97	45
10:00	*	42	43	35	67	47	105	25
11:00	*	23	19	33	55	32	44	17
Total	0	1882	2885	3165	3311		3095	2409
Percentage	0.0%	60.8%	93.2%	102.3%	107.0%		100.0%	77.9%
AM Peak			08:00	08:00	08:00		10:00	09:00
Vol.			249	266	244		244	188
PM Peak		16:00	16:00	16:00	16:00		12:00	14:00
Vol.		329	312	329	314		259	300

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865

Page 2

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: N. East Street
Location: N. East St. at Strong St.

P: 401.333.2382 F: 401.333.9215

A8 451208 - N.
Site Code: 451208
Date Start: 12-Nov-13
Date End: 19-Nov-13

Start Time	18-Nov-13 Mon	19-Nov-13 Tue	20-Nov-13 Wed	21-Nov-13 Thu	22-Nov-13 Fri	Weekday Average	23-Nov-13 Sat	24-Nov-13 Sun
12:00 AM	16	17	*	*	*	16	*	*
01:00	5	4	*	*	*	4	*	*
02:00	0	1	*	*	*	0	*	*
03:00	9	14	*	*	*	12	*	*
04:00	19	21	*	*	*	20	*	*
05:00	99	90	*	*	*	94	*	*
06:00	157	185	*	*	*	171	*	*
07:00	252	253	*	*	*	252	*	*
08:00	215	214	*	*	*	214	*	*
09:00	146	141	*	*	*	144	*	*
10:00	154	*	*	*	*	154	*	*
11:00	146	*	*	*	*	146	*	*
12:00 PM	150	*	*	*	*	150	*	*
01:00	164	*	*	*	*	164	*	*
02:00	256	*	*	*	*	256	*	*
03:00	313	*	*	*	*	313	*	*
04:00	303	*	*	*	*	303	*	*
05:00	185	*	*	*	*	185	*	*
06:00	118	*	*	*	*	118	*	*
07:00	95	*	*	*	*	95	*	*
08:00	76	*	*	*	*	76	*	*
09:00	50	*	*	*	*	50	*	*
10:00	21	*	*	*	*	21	*	*
11:00	16	*	*	*	*	16	*	*
Total	2965	940	0	0	0		0	0
Percentage	99.7%	31.6%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	07:00	07:00						
Vol.	252	253						
PM Peak	15:00							
Vol.	313							
Total		2822	2885					

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865
P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst
Town/City: Amherst, MA
Roadway: N. East Street
Location: N. East St. at Strong St.
A8 451208 - N.
Site Code: 451208
Date Start: 12-Nov-13
Date End: 19-Nov-13

Start Time	11-Nov-13		Tue		Wed		Thu		Fri		Sat		Sun		Date		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*			10	9	7	5	13	12	13	16	29	10	14			
01:00	*	*			2	3	2	4	7	13	9	12	10	7	6			
02:00	*	*			0	2	2	1	2	8	6	12	6	5	4			
03:00	*	*			5	2	6	6	4	4	4	7	6	6	4			
04:00	*	*			8	9	11	9	5	8	6	4	3	8	7			
05:00	*	*			26	21	20	23	20	14	18	5	6	18	17			
06:00	*	*			63	57	48	55	53	33	20	17	13	43	40			
07:00	*	*			138	64	74	143	69	42	28	41	26	102	52			
08:00	*	*			145	104	160	148	96	96	80	62	63	122	90			
09:00	*	*			99	66	85	92	82	107	103	94	94	95	84			
10:00	*	*			67	90	74	72	92	123	121	73	96	82	96			
11:00	*	*			59	69	71	62	75	115	109	99	84	81	84			
12:00 PM	*																	
01:00				64	72	89	74	67	108	122	137	100	98	83	108			
02:00				74	71	82	69	93	105	104	113	94	95	84	100			
03:00				81	56	98	86	82	127	124	110	185	115	102	110			
04:00				143	109	116	122	136	166	136	112	91	116	123	136			
05:00				162	156	156	141	188	175	122	123	80	92	133	150			
06:00				116	118	155	149	146	158	92	105	73	66	115	131			
07:00				72	77	95	85	112	119	66	89	41	55	73	95			
08:00				42	49	63	61	65	73	46	53	32	41	47	58			
09:00				33	36	48	39	61	63	53	43	27	43	38	50			
10:00				21	25	34	30	39	65	39	58	26	19	30	41			
11:00				24	16	27	21	14	36	51	54	9	16	25	28			
Lane	0	0	842	1040	1417	1468	1529	1636	1745	1553	1542	1211	1198	1448	1521			
Day	0	0	1882		2885		3165		3311	3095		2409		2969				
AM																		
Peak					08:00	08:00	08:00	08:00	08:00	10:00	10:00	11:00	10:00	08:00	10:00			
Vol.					145	104	160	106	96	123	121	99	96	122	96			
PM																		
Peak			16:00	16:00	16:00	16:00	17:00	16:00	16:00	15:00	12:00	14:00	15:00	16:00	16:00			
Vol.			162	167	156	156	149	188	175	136	137	185	116	133	150			

Intersection Turning Movement Counts

Henry Street at Pine Street
Bridge Street at Market Hill Road
Bridge Street at Pine Street
East Pleasant Street at Pine Street
East Pleasant Street at Eastman Lane/Tilson Farm Road
East Pleasant Street at Strong Street
North Pleasant Street at Pine Street/Meadow Street
North Pleasant Street at Puffton Village Drive (North)
North Pleasant Street at Puffton Village Drive (South)

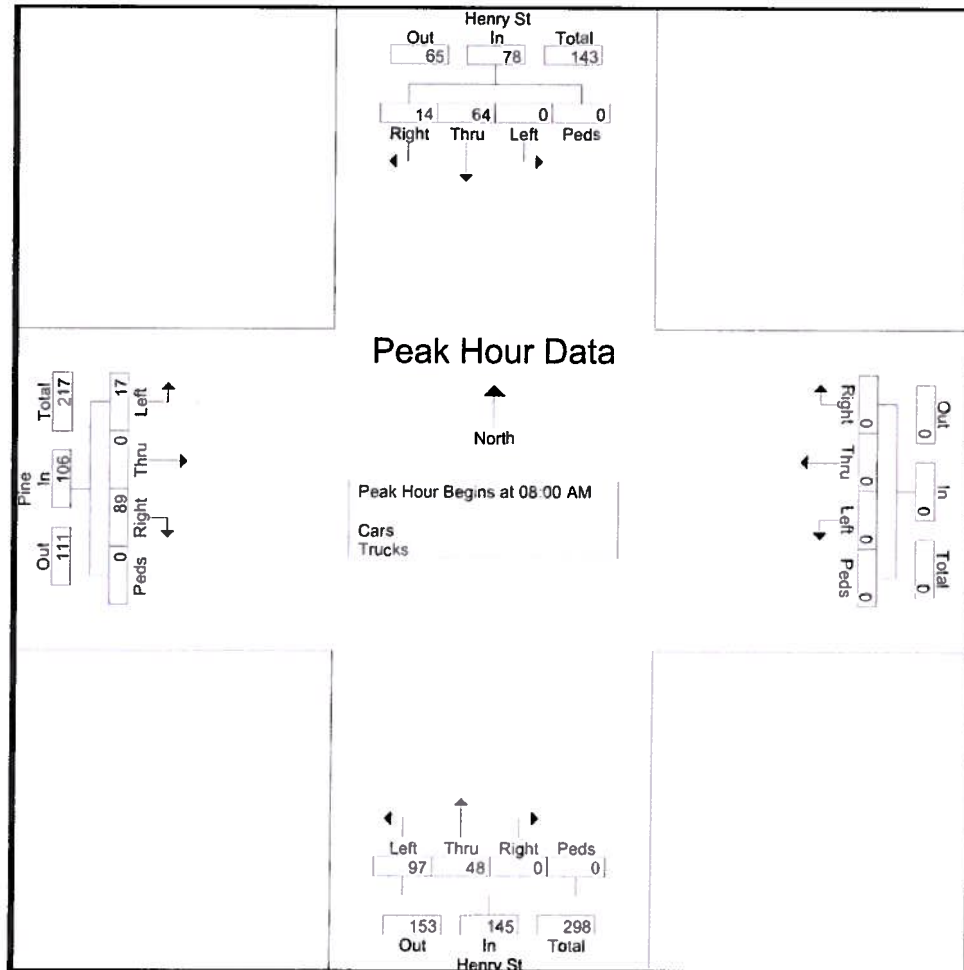
Henry Street at Pine Street



Project Name: Retreat Amherst
Town/City: Amherst, MA
Location: Henry St. at Pine St.
Weather: 55 Deg., Cloudy

File Name : 451205_Henry St @ Pine St
Site Code : 451205
Start Date : 4/11/2013
Page No : 2

	Henry St Southbound					Westbound					Henry St Northbound					Pine Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak 1 Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	13	0	0	15	0	0	0	0	0	0	8	24	0	32	24	0	5	0	29	76
08:15 AM	4	23	0	0	27	0	0	0	0	0	0	16	27	0	43	18	0	5	0	23	93
08:30 AM	6	14	0	0	20	0	0	0	0	0	0	9	26	0	35	20	0	4	0	24	79
08:45 AM	2	14	0	0	16	0	0	0	0	0	0	15	20	0	35	27	0	3	0	30	81
Total Volume	14	64	0	0	78	0	0	0	0	0	0	48	97	0	145	89	0	17	0	106	329
% App. Total	17.9	82.1	0	0		0	0	0	0		0	33.1	66.9	0		84	0	16	0		
PHF	.583	.696	.000	.000	.722	.000	.000	.000	.000	.000	.000	.750	.898	.000	.843	.824	.000	.850	.000	.883	.884

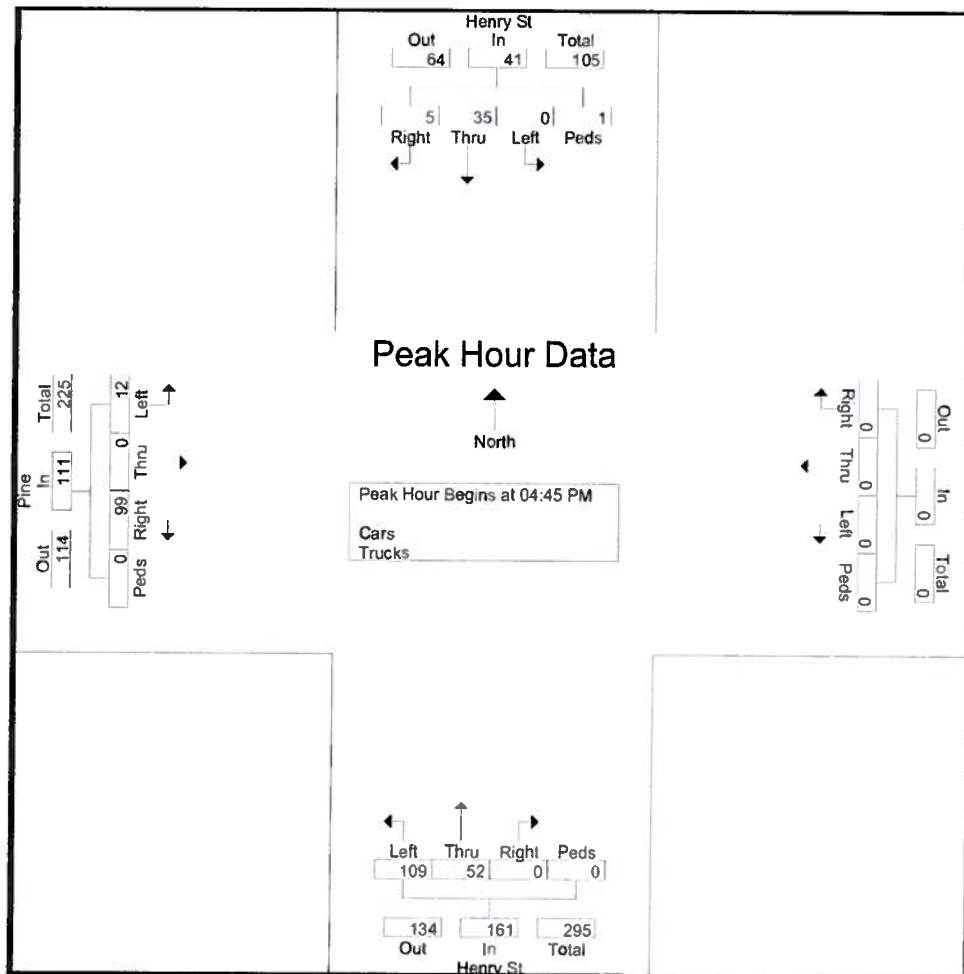




Project Name: Retreat Amherst
Town/City: Amherst, MA
Location: Henry St. at Pine St.
Weather: 55 Deg., Cloudy

File Name : 451205_Henry St @ Pine St
Site Code : 451205
Start Date : 4/11/2013
Page No : 3

	Henry St Southbound					Westbound					Henry St Northbound					Pine Eastbound					
Start Time	Rig ht	Thr u	Left	Ped S	App Total	Rig ht	Thr u	Left	Ped S	App Total	Right	Thr u	Left	Peds	App Total	Right	Thr u	Left	Peds	App Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	9	0	0	11	0	0	0	0	0	0	10	36	0	46	29	0	4	0	33	90
05:00 PM	1	9	0	1	11	0	0	0	0	0	0	7	32	0	39	24	0	0	0	24	74
05:15 PM	2	7	0	0	9	0	0	0	0	0	0	22	20	0	42	22	0	3	0	25	76
05:30 PM	0	10	0	0	10	0	0	0	0	0	0	13	21	0	34	24	0	5	0	29	73
Total Volume	5	35	0	1	41	0	0	0	0	0	0	52	109	0	161	99	0	12	0	111	313
% App. Total	12.2	85.4	0	2.4		0	0	0	0		0	32.3	67.7	0		89.2	0	10.8	0		
PHF	.625	.875	.000	.250	.932	.000	.000	.000	.000	.000	.000	.591	.757	.000	.875	.853	.000	.600	.000	.841	.869



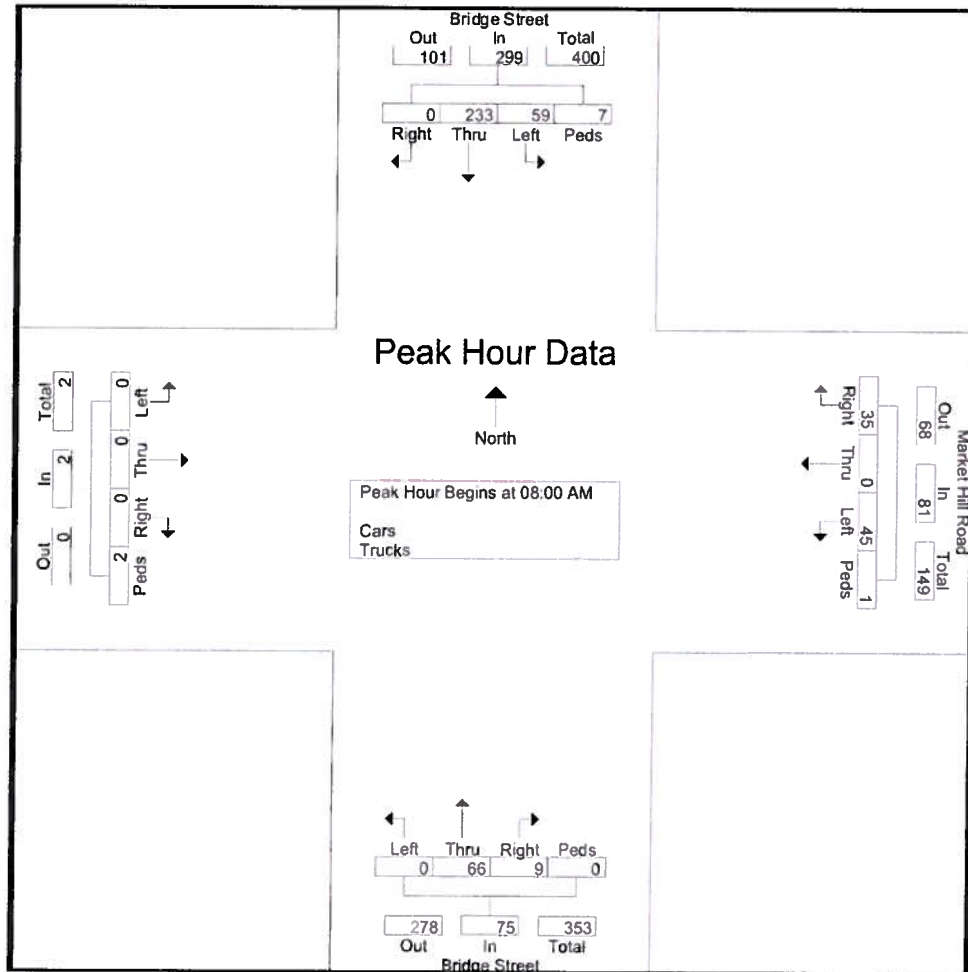
Bridge Street at Market Hill Road



Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: Bridge St. at Market Hill Rd.
 Weather: 55 Deg., Cloudy

File Name : 451206_Bridge St @ Market Hill Rd
 Site Code : 451206
 Start Date : 4/11/2013
 Page No : 2

	Bridge Street Southbound					Market Hill Road Westbound					Bridge Street Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	44	12	3	59	6	0	15	0	21	3	23	0	0	26	0	0	0	0	0	106
08:15 AM	0	54	14	2	70	11	0	11	0	22	4	14	0	0	18	0	0	0	0	0	110
08:30 AM	0	57	17	1	75	5	0	9	1	15	2	12	0	0	14	0	0	0	2	2	106
08:45 AM	0	78	16	1	95	13	0	10	0	23	0	17	0	0	17	0	0	0	0	0	135
Total Volume	0	233	59	7	299	35	0	45	1	81	9	66	0	0	75	0	0	0	2	2	457
% App. Total	0	77.9	19.7	2.3		43.2	0	55.6	1.2		12	88	0	0		0	0	0	100		
PIIF	.000	.747	.868	.583	.787	.673	.000	.750	.250	.880	.563	.717	.000	.000	.721	.000	.000	.000	.250	.250	.846

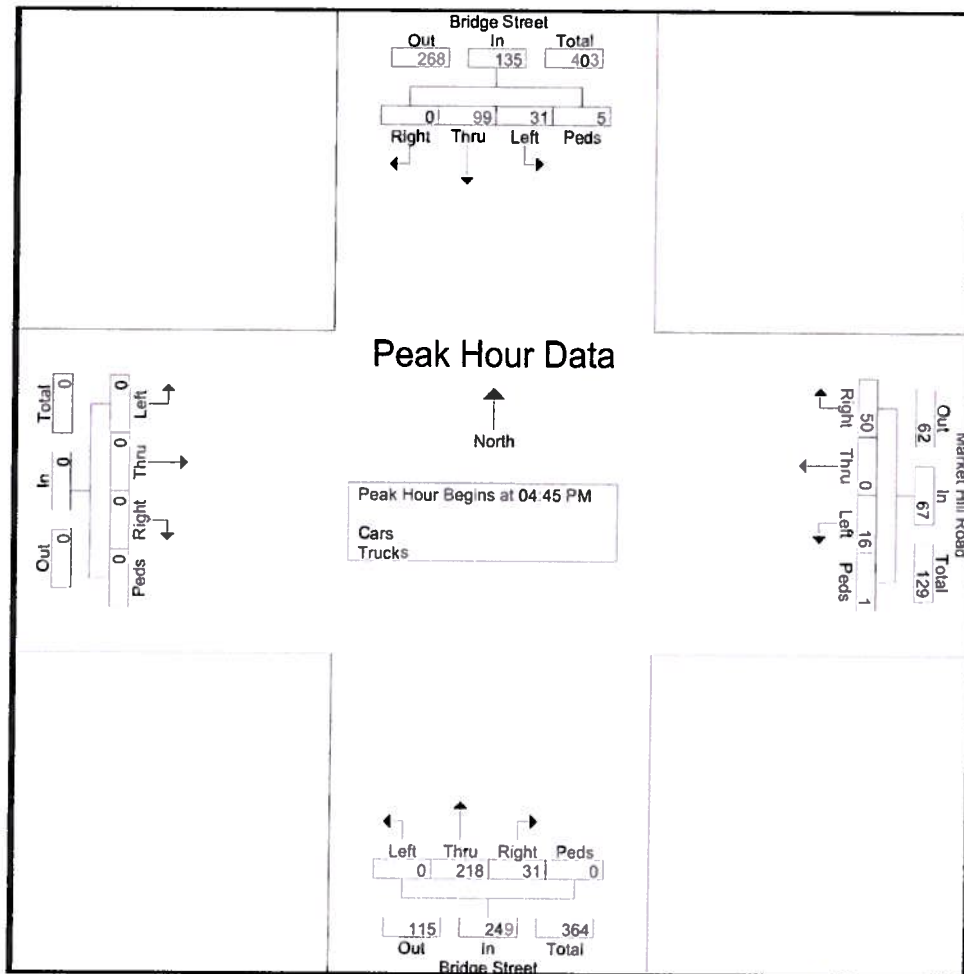




Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: Bridge St. at Market Hill Rd.
 Weather: 55 Deg., Cloudy

File Name : 451206_Bridge St @ Market Hill Rd
 Site Code : 451206
 Start Date : 4/11/2013
 Page No : 3

	Bridge Street Southbound					Market Hill Road Westbound					Bridge Street Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	23	11	1	35	9	0	6	0	15	8	41	0	0	49	0	0	0	0	0	99
05:00 PM	0	28	2	4	34	12	0	5	0	17	10	58	0	0	68	0	0	0	0	0	119
05:15 PM	0	22	11	0	33	17	0	2	1	20	8	65	0	0	73	0	0	0	0	0	126
05:30 PM	0	26	7	0	33	12	0	3	0	15	5	54	0	0	59	0	0	0	0	0	107
Total Volume	0	99	31	5	135	50	0	16	1	67	31	218	0	0	249	0	0	0	0	0	451
% App. Total	0	73.3	23	3.7		74.6	0	23.9	1.5		12.4	87.6	0	0		0	0	0	0		
PHF	.000	.884	.705	.313	.964	.735	.000	.667	.250	.838	.775	.838	.000	.000	.853	.000	.000	.000	.000	.000	.895



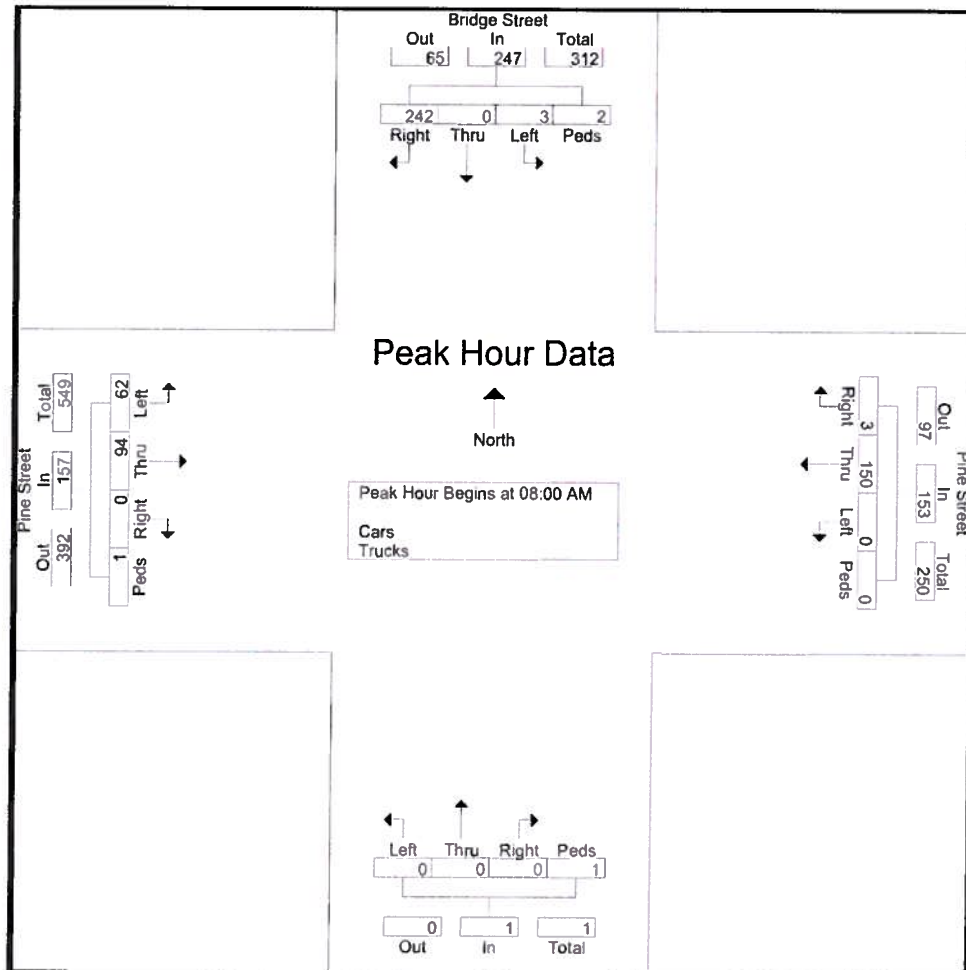
Bridge Street at Pine Street



Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: Bridge St. at Pine St.
 Weather: 70 Deg., Sunny

File Name : 451202_Bridge St @ Pine St
 Site Code : 451202
 Start Date : 4/9/2013
 Page No : 2

	Bridge Street Southbound					Pine Street Westbound					Northbound					Pine Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	55	0	0	0	55	2	34	0	0	36	0	0	0	0	0	0	23	19	0	42	133
08:15 AM	59	0	0	1	60	0	44	0	0	44	0	0	0	1	1	0	24	7	0	31	136
08:30 AM	54	0	1	0	55	0	43	0	0	43	0	0	0	0	0	0	22	16	0	38	136
08:45 AM	74	0	2	1	77	1	29	0	0	30	0	0	0	0	0	0	25	20	1	46	153
Total Volume	242	0	3	2	247	3	150	0	0	153	0	0	0	1	1	0	94	62	1	157	558
% App. Total	98	0	1.2	0.8		2	98	0	0		0	0	0	100		0	59.9	39.5	0.6		
PHF	.818	.000	.375	.500	.802	.375	.852	.000	.000	.869	.000	.000	.000	.250	.250	.000	.940	.775	.250	.853	.912

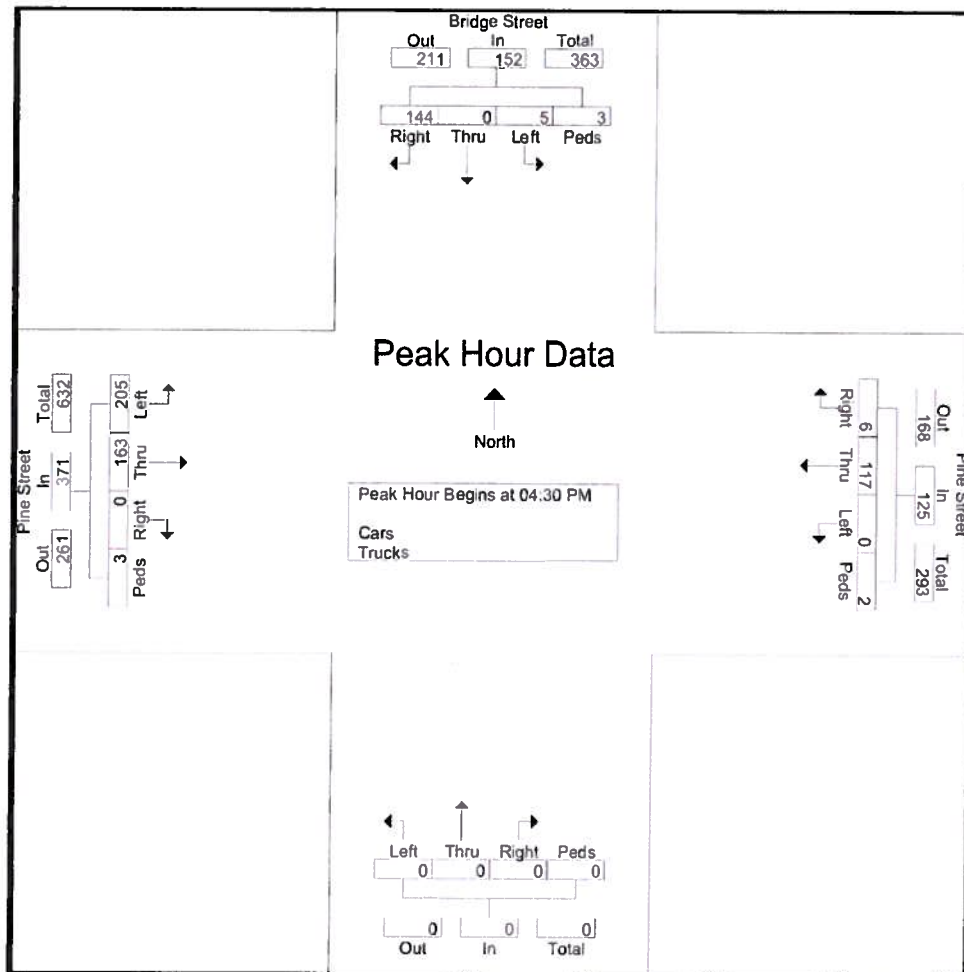




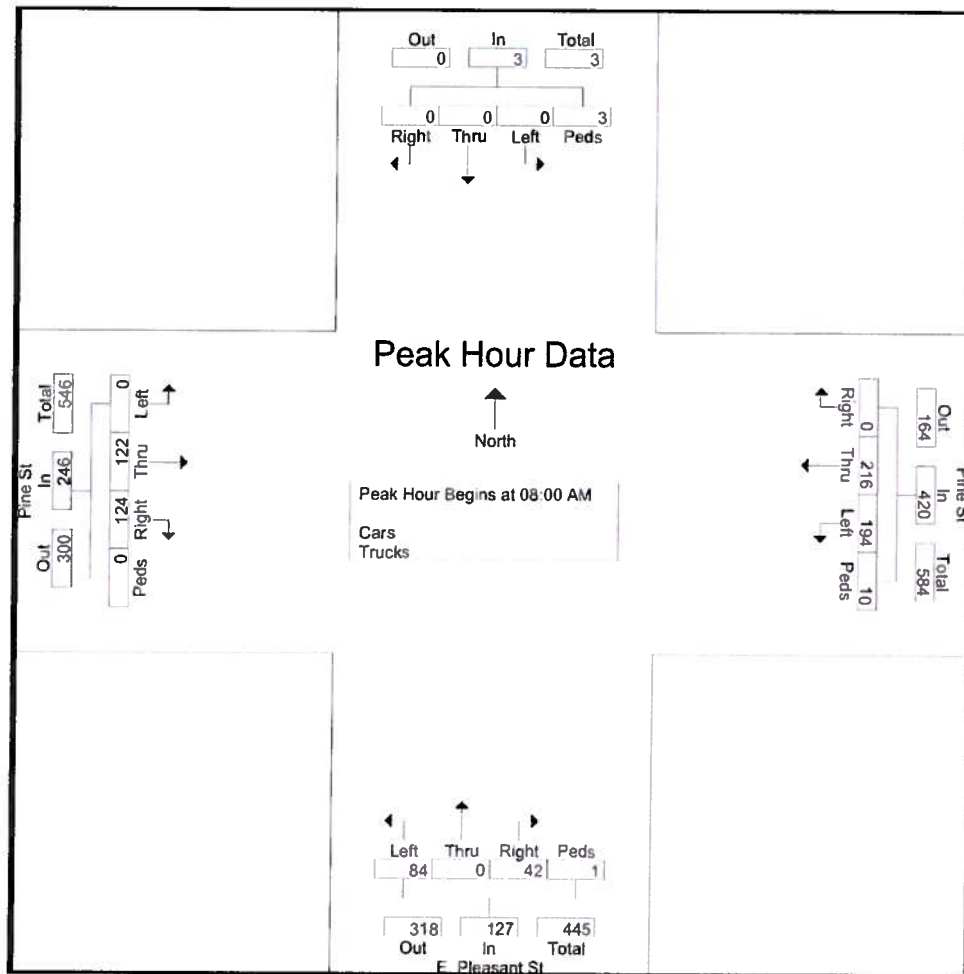
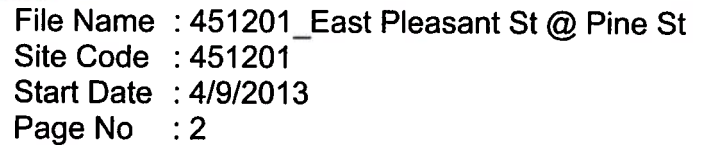
Project Name: Retreat Amherst
Town/City: Amherst, MA
Location: Bridge St. at Pine St.
Weather: 70 Deg., Sunny

File Name : 451202_Bridge St @ Pine St
Site Code : 451202
Start Date : 4/9/2013
Page No : 3

	Bridge Street Southbound					Pine Street Westbound					Northbound					Pine Street Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	28	0	1	1	30	2	27	0	0	29	0	0	0	0	0	0	36	52	0	88	147
04:45 PM	43	0	3	0	46	1	32	0	0	33	0	0	0	0	0	0	42	45	0	87	166
05:00 PM	40	0	0	1	41	0	28	0	0	28	0	0	0	0	0	0	37	64	0	101	170
05:15 PM	33	0	1	1	35	3	30	0	2	35	0	0	0	0	0	0	48	44	3	95	165
Total Volume	144	0	5	3	152	6	117	0	2	125	0	0	0	0	0	0	163	205	3	371	648
% App. Total	94.7	0	3.3	2		4.8	93.6	0	1.6		0	0	0	0		0	43.9	55.3	0.8		
PHF	.837	.000	.417	.750	.826	.500	.914	.000	.250	.893	.000	.000	.000	.000	.000	.000	.849	.801	.250	.918	.953



East Pleasant Street at Pine Street

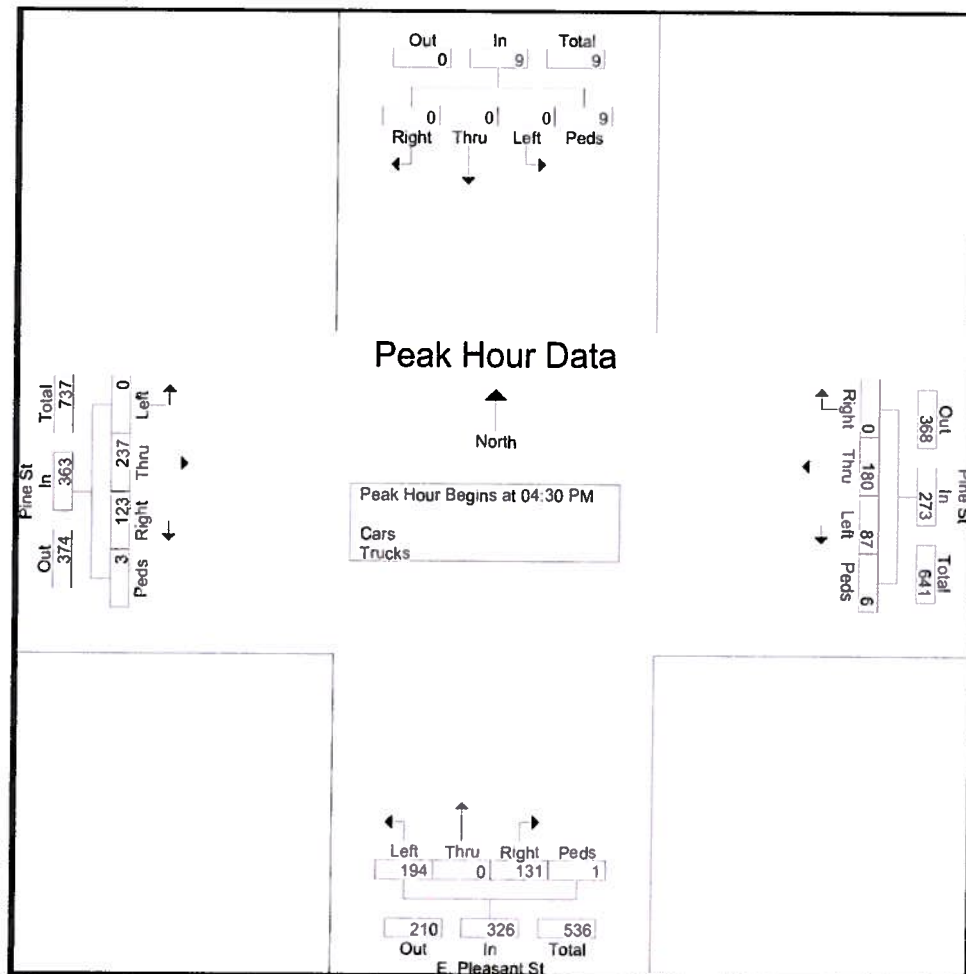




Project Name: Retreat Amherst
Town/City: Amherst, MA
Location: E. Pleasant St. at Pine St.
Weather: 70 Deg., Sunny

File Name : 451201_East Pleasant St @ Pine St
Site Code : 451201
Start Date : 4/9/2013
Page No : 3

	Southbound					Pine St Westbound					E. Pleasant St Northbound					Pine St Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App Total	Rig ht	Thr u	Left	Ped s	App Total	Right	Thr u	Left	Peds	App Total	Right	Thr u	Left	Peds	App Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	38	15	1	54	35	0	51	0	86	29	54	0	0	83	223
04:45 PM	0	0	0	2	2	0	52	22	2	76	27	0	49	0	76	22	57	0	1	80	234
05:00 PM	0	0	0	1	1	0	51	26	0	77	29	0	44	0	73	34	69	0	2	105	256
05:15 PM	0	0	0	6	6	0	39	24	3	66	40	0	50	1	91	38	57	0	0	95	258
Total Volume	0	0	0	9	9	0	180	87	6	273	131	0	194	1	326	123	237	0	3	363	971
% App. Total	0	0	0	100		0	65.9	31.9	2.2		40.2	0	59.5	0.3		33.9	65.3	0	0.8		
PHF	.000	.000	.000	.375	.375	.000	.865	.837	.500	.886	.819	.000	.951	.250	.896	.809	.859	.000	.375	.864	.941



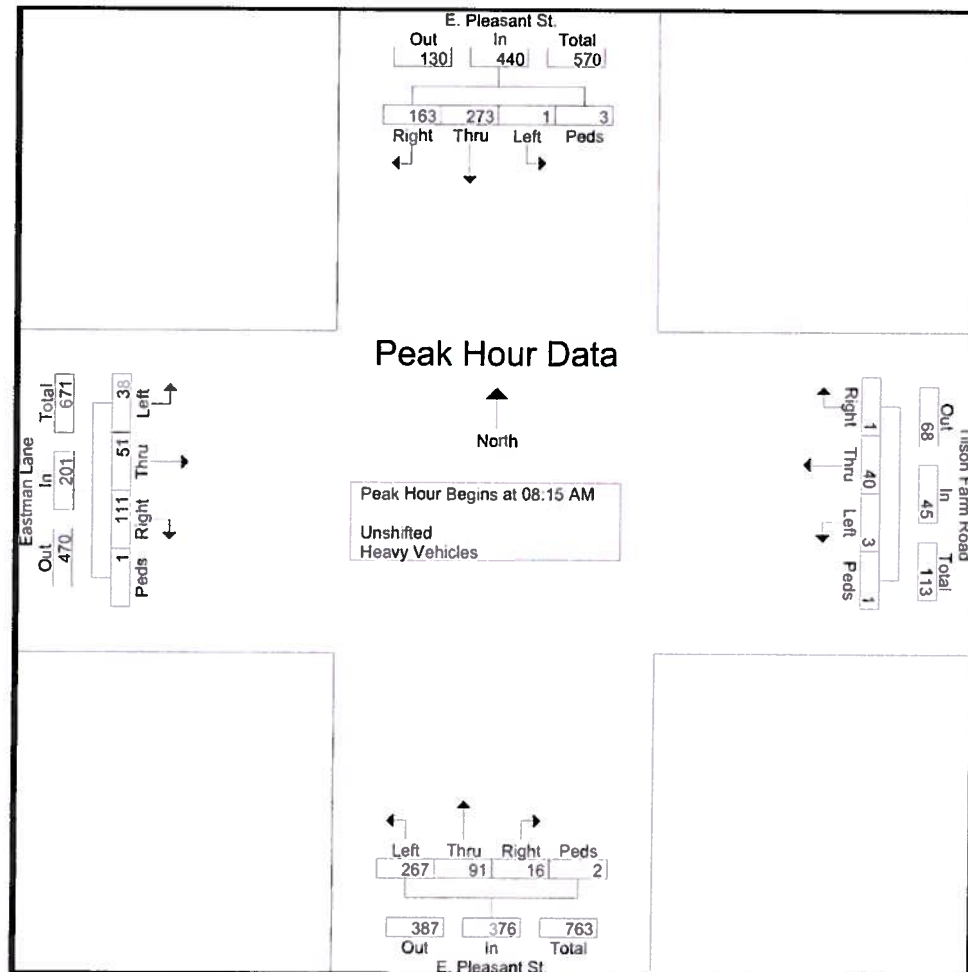
East Pleasant Street at Eastman Lane/Tilson Farm Road



Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: E. Pleasant St. at Eastman Ln.
 Weather: Cold, Cloudy

File Name : 451207_E. Pleasant St @ Eastman Ln
 Site Code : 451207
 Start Date : 11/12/2013
 Page No : 2

	E. Pleasant St. Southbound					Tilson Farm Road Westbound					E. Pleasant St. Northbound					Eastman Lane Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	36	73	0	0	109	1	9	1	1	12	3	19	44	0	66	32	12	13	0	57	244
08:30 AM	44	73	1	1	119	0	10	1	0	11	4	24	55	1	84	27	13	11	0	51	265
08:45 AM	40	80	0	1	121	0	9	0	0	9	4	27	86	0	117	21	10	7	1	39	286
09:00 AM	43	47	0	1	91	0	12	1	0	13	5	21	82	1	109	31	16	7	0	54	267
Total Volume	163	273	1	3	440	1	40	3	1	45	16	91	267	2	376	111	51	38	1	201	1062
% App. Total	37	62	0.2	0.7		2.2	88.9	6.7	2.2		4.3	24.2	71	0.5		55.2	25.4	18.9	0.5		
PHF	.926	.853	.250	.750	.909	.250	.833	.750	.250	.865	.800	.843	.776	.500	.803	.867	.797	.731	.250	.882	.928

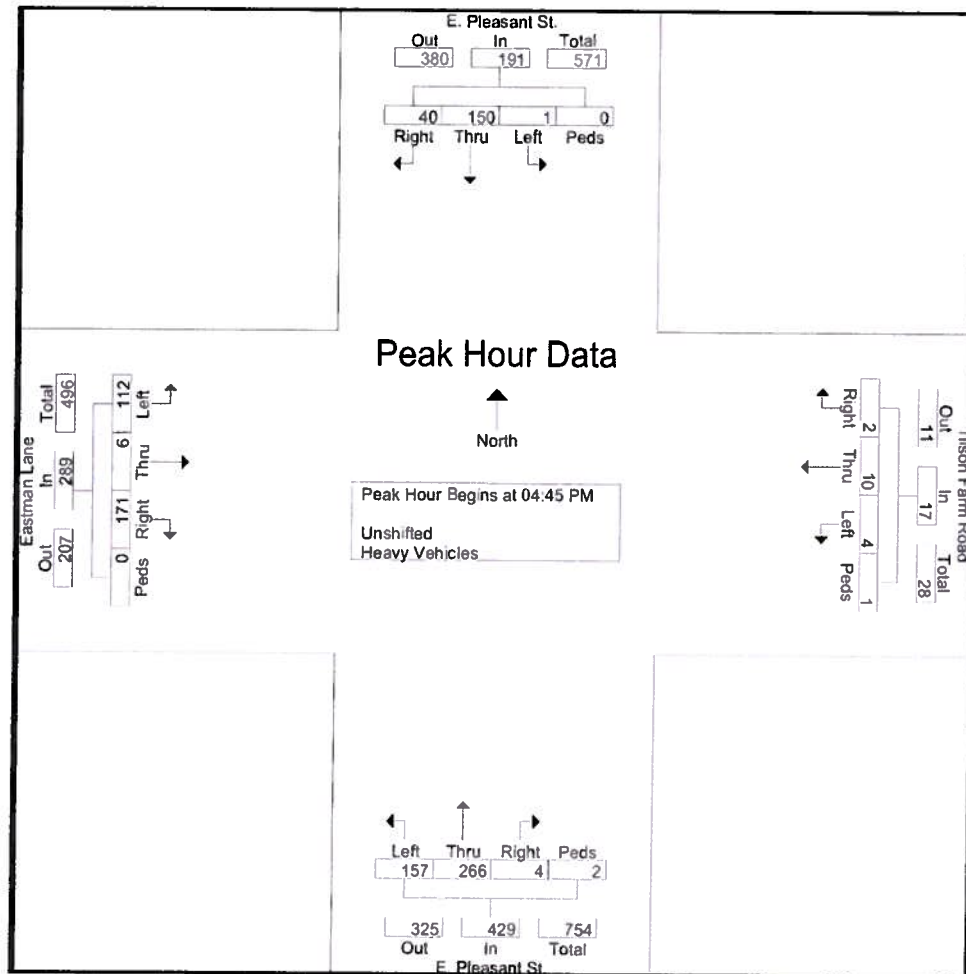




Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: E. Pleasant St. at Eastman Ln.
 Weather: Cold, Cloudy

File Name : 451207_E. Pleasant St @ Eastman Ln
 Site Code : 451207
 Start Date : 11/12/2013
 Page No : 3

	E. Pleasant St. Southbound					Tilson Farm Road Westbound					E. Pleasant St. Northbound					Eastman Lane Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	11	35	0	0	46	1	3	0	0	4	0	77	43	0	120	36	3	30	0	69	239
05:00 PM	14	36	0	0	50	0	2	1	0	3	2	63	44	0	109	34	0	20	0	54	216
05:15 PM	8	32	0	0	40	0	1	2	1	4	1	71	38	1	111	43	1	30	0	74	229
05:30 PM	7	47	1	0	55	1	4	1	0	6	1	55	32	1	89	58	2	32	0	92	242
Total Volume	40	150	1	0	191	2	10	4	1	17	4	266	157	2	429	171	6	112	0	289	926
% App. Total	20.9	78.5	0.5	0		11.8	58.8	23.5	5.9		0.9	62	36.6	0.5		59.2	2.1	38.8	0		
PHF	.714	.798	.250	.000	.868	.500	.625	.500	.250	.708	.500	.864	.892	.500	.894	.737	.500	.875	.000	.785	.957



East Pleasant Street at Strong Street



Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: E. Pleasant St. at Strong St.
 Weather: Cold, Cloudy

File Name : 451208_E. Pleasant St @ Strong St
 Site Code : 451208
 Start Date : 11/12/2013
 Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

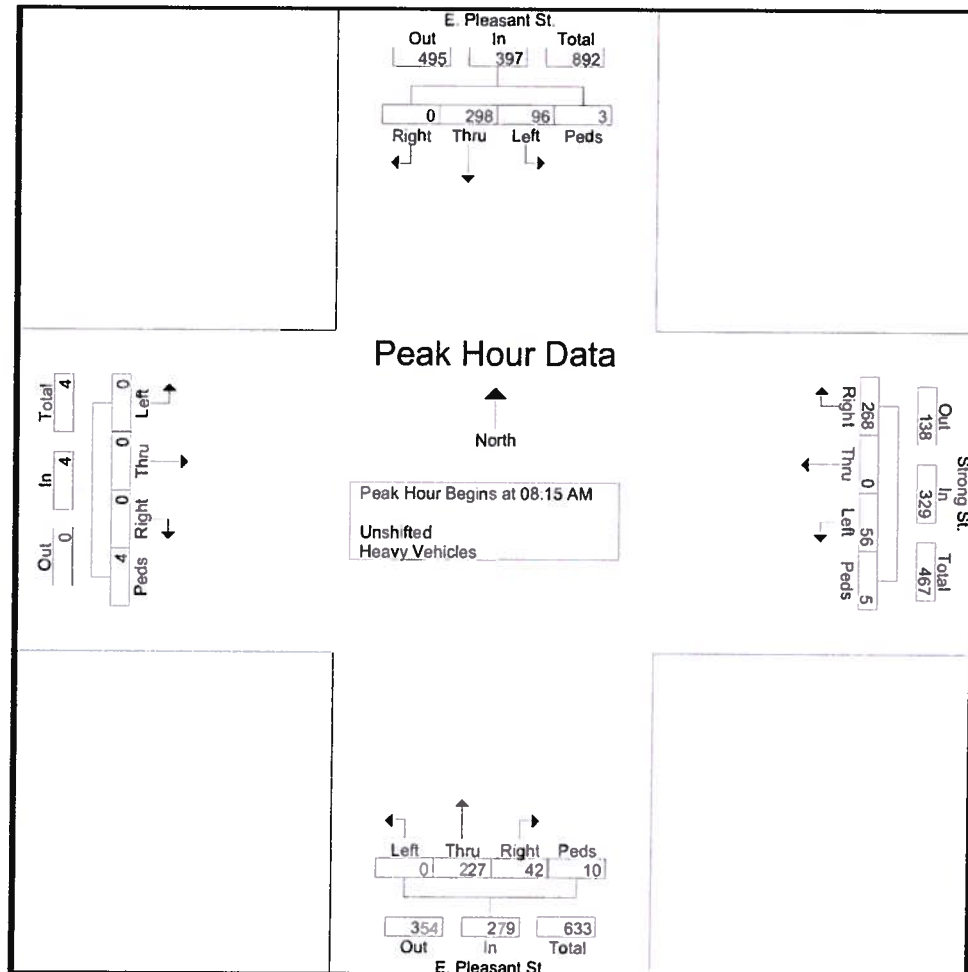
Start Time	E. Pleasant St. Southbound					Strong St. Westbound					E. Pleasant St. Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	8	3	0	11	10	0	0	0	10	0	13	0	0	13	0	0	0	0	0	34
06:15 AM	0	19	3	0	22	14	0	1	0	15	1	13	0	0	14	0	0	0	0	0	51
06:30 AM	0	29	2	0	31	27	0	1	0	28	2	38	0	0	40	0	0	0	0	0	99
06:45 AM	0	45	11	0	56	18	0	4	0	22	2	35	0	0	37	0	0	0	5	5	120
Total	0	101	19	0	120	69	0	6	0	75	5	99	0	0	104	0	0	0	5	5	304
07:00 AM	0	58	12	0	70	16	0	2	4	22	3	22	0	1	26	0	0	0	1	1	119
07:15 AM	0	98	14	0	112	35	0	5	0	40	9	50	0	1	60	0	0	0	1	1	213
07:30 AM	0	88	12	0	100	61	0	9	3	73	12	77	0	0	89	0	0	0	0	0	262
07:45 AM	0	91	28	0	119	46	0	12	1	59	10	45	0	2	57	0	0	0	2	2	237
Total	0	335	66	0	401	158	0	28	8	194	34	194	0	4	232	0	0	0	4	4	831
08:00 AM	0	62	29	1	92	50	0	17	1	68	5	30	0	3	38	0	0	0	0	0	198
08:15 AM	0	75	36	1	112	49	0	10	1	60	12	57	0	0	69	0	0	0	0	0	241
08:30 AM	0	73	24	0	97	81	0	26	4	111	18	46	0	3	67	0	0	0	1	1	276
08:45 AM	0	73	19	2	94	75	0	11	0	86	8	61	0	4	73	0	0	0	2	2	255
Total	0	283	108	4	395	255	0	64	6	325	43	194	0	10	247	0	0	0	3	3	970
09:00 AM	0	77	17	0	94	63	0	9	0	72	4	63	0	3	70	0	0	0	1	1	237
09:15 AM	0	59	16	2	77	38	0	5	0	43	3	37	0	3	43	0	0	0	2	2	165
09:30 AM	0	60	19	1	80	17	0	8	1	26	2	50	0	1	53	0	0	0	1	1	160
*** BREAK ***																					
Total	0	196	52	3	251	118	0	22	1	141	9	150	0	7	166	0	0	0	4	4	562
*** BREAK ***																					
03:00 PM	0	62	37	1	100	14	0	11	0	25	9	57	0	0	66	0	0	0	2	2	193
03:15 PM	0	64	26	5	95	31	0	9	3	43	10	73	0	3	86	0	0	0	4	4	228
03:30 PM	0	73	23	1	97	36	0	14	0	50	9	83	0	0	92	0	0	0	2	2	241
03:45 PM	0	86	38	2	126	33	0	12	0	45	10	85	0	3	98	0	0	0	3	3	272
Total	0	285	124	9	418	114	0	46	3	163	38	298	0	6	342	0	0	0	11	11	934
04:00 PM	0	68	53	2	123	24	0	15	1	40	15	79	0	5	99	0	0	0	4	4	266
04:15 PM	0	61	42	2	105	22	0	4	0	26	5	67	0	2	74	0	0	0	0	0	205
04:30 PM	0	53	40	3	96	23	0	6	0	29	9	77	0	1	87	0	0	0	0	0	212
04:45 PM	0	74	38	8	120	31	0	12	0	43	10	82	0	1	93	0	0	0	2	2	258
Total	0	256	173	15	444	100	0	37	1	138	39	305	0	9	353	0	0	0	6	6	941
05:00 PM	0	65	53	4	122	23	0	13	1	37	9	81	0	5	95	0	0	0	4	4	258
05:15 PM	0	76	52	4	132	30	0	15	0	45	8	67	0	0	75	0	0	0	1	1	253
05:30 PM	0	61	39	2	102	21	0	6	0	27	13	89	0	3	105	0	0	0	3	3	237
05:45 PM	0	56	44	2	102	30	0	6	0	36	10	65	0	1	76	0	0	0	1	1	215
Total	0	258	188	12	458	104	0	40	1	145	40	302	0	9	351	0	0	0	9	9	963
06:00 PM	0	55	29	5	89	21	0	11	0	32	4	63	0	6	73	0	0	0	4	4	198
06:15 PM	0	48	26	1	75	14	0	5	0	19	5	47	0	1	53	0	0	0	1	1	148
06:30 PM	0	33	23	2	58	16	0	2	0	18	4	48	0	0	52	0	0	0	1	1	129
Grand Total	0	1850	808	51	2709	969	0	261	20	1250	221	1700	0	52	1973	0	0	0	48	48	5980
Approch %	0	68.3	29.8	1.9		77.5	0	20.9	1.6		11.2	86.2	0	2.6		0	0	0	100		
Total %	0	30.9	13.5	0.9	45.3	16.2	0	4.4	0.3	20.9	3.7	28.4	0	0.9	33	0	0	0	0.8	0.8	
Unshifted	0	1811	796	51	2658	960	0	254	20	1234	214	1648	0	52	1914	0	0	0	48	48	5854
% Unshifted	0	97.9	98.5	100	98.1	99.1	0	97.3	100	98.7	96.8	96.9	0	100	97	0	0	0	100	100	97.9
Heavy Vehicles	0	39	12	0	51	9	0	7	0	16	7	52	0	0	59	0	0	0	0	0	126
% Heavy Vehicles	0	2.1	1.5	0	1.9	0.9	0	2.7	0	1.3	3.2	3.1	0	0	3	0	0	0	0	0	2.1



Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: E. Pleasant St. at Strong St.
 Weather: Cold, Cloudy

File Name : 451208_E. Pleasant St @ Strong St
 Site Code : 451208
 Start Date : 11/12/2013
 Page No : 2

	E. Pleasant St. Southbound					Strong St. Westbound					E. Pleasant St. Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	75	36	1	112	49	0	10	1	60	12	57	0	0	69	0	0	0	0	0	241
08:30 AM	0	73	24	0	97	81	0	26	4	111	18	46	0	3	67	0	0	0	1	1	276
08:45 AM	0	73	19	2	94	75	0	11	0	86	8	61	0	4	73	0	0	0	2	2	255
09:00 AM	0	77	17	0	94	63	0	9	0	72	4	63	0	3	70	0	0	0	1	1	237
Total Volume	0	298	96	3	397	268	0	56	5	329	42	227	0	10	279	0	0	0	4	4	1009
% App. Total	0	75.1	24.2	0.8		81.5	0	17	1.5		15.1	81.4	0	3.6		0	0	0	100		
PIIF	.000	.968	.667	.375	.886	.827	.000	.538	.313	.741	.583	.901	.000	.625	.955	.000	.000	.000	.500	.500	.914

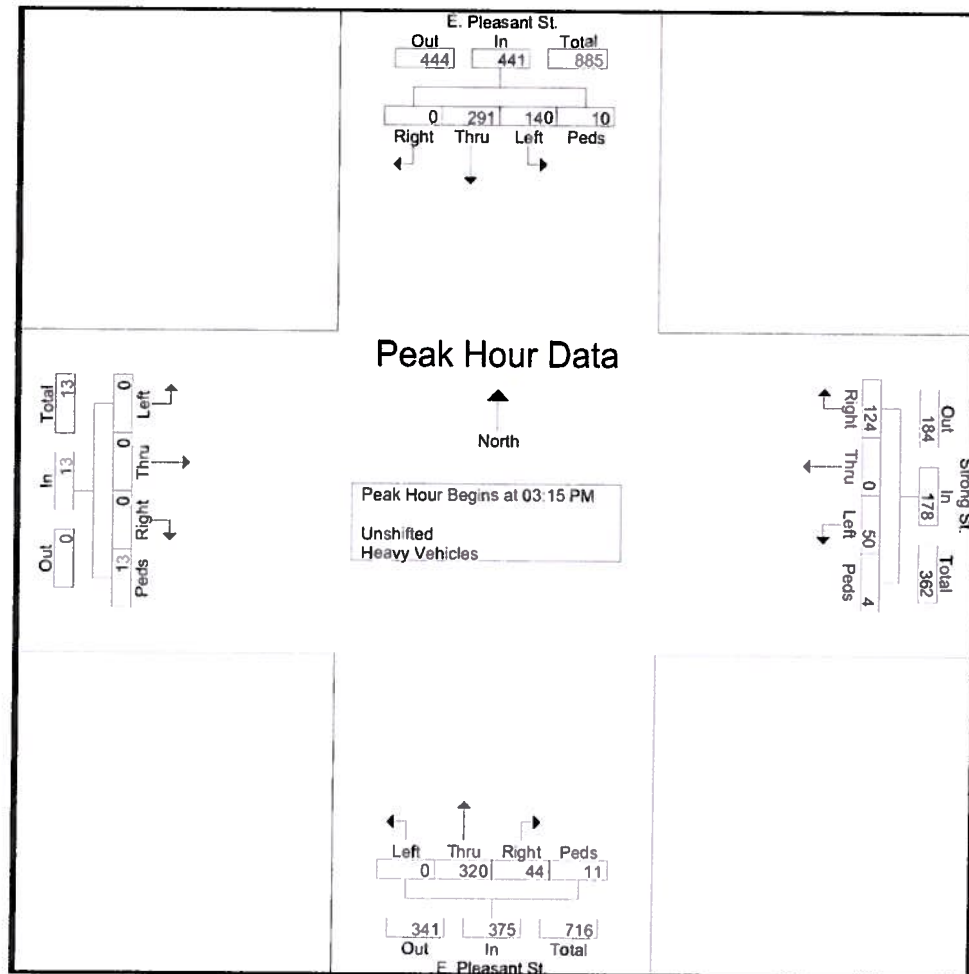




Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: E. Pleasant St. at Strong St.
 Weather: Cold, Cloudy

File Name : 451208_E. Pleasant St @ Strong St
 Site Code : 451208
 Start Date : 11/12/2013
 Page No : 3

	E. Pleasant St. Southbound					Strong St. Westbound					E. Pleasant St. Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	64	26	5	95	31	0	9	3	43	10	73	0	3	86	0	0	0	4	4	228
03:30 PM	0	73	23	1	97	36	0	14	0	50	9	83	0	0	92	0	0	0	2	2	241
03:45 PM	0	86	38	2	126	33	0	12	0	45	10	85	0	3	98	0	0	0	3	3	272
04:00 PM	0	68	53	2	123	24	0	15	1	40	15	79	0	5	99	0	0	0	4	4	266
Total Volume	0	291	140	10	441	124	0	50	4	178	44	320	0	11	375	0	0	0	13	13	1007
% App. Total	0	66	31.7	2.3		69.7	0	28.1	2.2		11.7	85.3	0	2.9		0	0	0	100		
PHF	.000	.846	.660	.500	.875	.861	.000	.833	.333	.890	.733	.941	.000	.550	.947	.000	.000	.000	.813	.813	.926



North Pleasant Street at Pine Street/Meadow Street



Innovative Data, LLC
 50 Alden Avenue
 Belchertown, Massachusetts
 www.datayourequested.com or 1.413.668.5094

N/S: Montague Rd / N. Pleasant St
 E/W: Meadow St / Pine St
 City, State: North Amherst, MA
 Client: Cowls

File Name : AM - Montague & N. Pleasant @ Meadow & Pine
 Site Code : 88888888
 Start Date : 12/9/2010
 Page No : 1

Groups Printed- Passenger Cars and Peds - HVs - Bikes

	Montague Rd From North				Pine St From East				N. Pleasant St From South				Meadow St From West				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	11	26	19	0	22	18	4	1	2	13	3	1	6	9	12	0	147
07:15 AM	20	51	31	0	35	32	4	1	2	12	3	0	5	14	9	0	219
07:30 AM	30	64	33	0	47	42	5	0	6	12	6	0	16	15	12	0	288
07:45 AM	39	91	35	0	43	34	6	0	3	17	9	0	11	12	16	0	316
Total	100	232	118	0	147	126	19	2	13	54	21	1	38	50	49	0	970
08:00 AM	28	71	38	1	26	35	1	1	4	20	11	0	12	13	22	0	283
08:15 AM	41	61	41	4	34	40	5	5	1	15	7	2	12	17	15	1	301
08:30 AM	38	82	39	1	35	42	5	7	2	18	9	0	14	12	20	0	324
08:45 AM	37	94	24	1	29	28	7	3	1	29	9	1	16	13	18	4	314
Total	144	308	142	7	124	145	18	16	8	82	36	3	54	55	75	5	1222
Grand Total	244	540	260	7	271	271	37	18	21	136	57	4	92	105	124	5	2192
Apprch %	23.2	51.4	24.7	0.7	45.4	45.4	6.2	3	9.6	62.4	26.1	1.8	28.2	32.2	38	1.5	
Total %	11.1	24.6	11.9	0.3	12.4	12.4	1.7	0.8	1	6.2	2.6	0.2	4.2	4.8	5.7	0.2	
Passenger Cars and Peds	241	522	248	7	262	264	33	17	16	121	47	4	79	96	118	5	2080
% Passenger Cars and Peds	98.8	96.7	95.4	100	96.7	97.4	89.2	94.4	76.2	89	82.5	100	85.9	91.4	95.2	100	94.9
HVs	3	16	12	0	9	6	4	0	5	15	10	0	13	9	6	0	108
% HVs	1.2	3	4.6	0	3.3	2.2	10.8	0	23.8	11	17.5	0	14.1	8.6	4.8	0	4.9
Bikes	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4
% Bikes	0	0.4	0	0	0	0.4	0	5.6	0	0	0	0	0	0	0	0	0.2

	Montague Rd From North					Pine St From East					N. Pleasant St From South					Meadow St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	39	91	35	0	165	43	34	6	0	83	3	17	9	0	29	11	12	16	0	39	316
08:00 AM	28	71	38	1	138	26	35	1	1	63	4	20	11	0	35	12	13	22	0	47	283
08:15 AM	41	61	41	4	147	34	40	5	5	84	1	15	7	2	25	12	17	15	1	45	301
08:30 AM	38	82	39	1	160	35	42	5	7	89	2	18	9	0	29	14	12	20	0	46	324
Total Volume	146	305	153	6	610	138	151	17	13	319	10	70	36	2	118	49	54	73	1	177	1224
% App. Total	23.9	50	25.1	1		43.3	47.3	5.3	4.1		8.5	59.3	30.5	1.7		27.7	30.5	41.2	0.6		
PHF	.890	.838	.933	.375	.924	.802	.899	.708	.464	.896	.625	.875	.818	.250	.843	.875	.794	.830	.250	.941	.944



Innovative Data, LLC

50 Alden Avenue

Belchertown, Massachusetts

www.datayourequested.com or 1.413.668.5094

N/S: Montague Rd / N. Pleasant St File Name : PM - Montague & N. Pleasant St @ Meadow & Pine
 E/W: Meadow St / Pine St Site Code : 00009999
 City, State: North Amherst, MA Start Date : 12/8/2010
 Client: Cowls Page No : 1

Groups Printed- Passenger Cars and Peds - HVs - Bikes

	Montague Rd From North				Pine St From East				N. Pleasant St From South				Meadow St From West				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	28	38	29	0	34	33	3	0	11	70	20	0	26	34	44	0	370
04:15 PM	28	40	36	1	39	20	7	2	4	53	21	0	32	38	48	1	370
04:30 PM	31	34	24	0	26	39	3	5	3	57	19	0	26	37	41	0	345
04:45 PM	33	40	45	1	32	27	6	4	5	68	22	0	29	45	46	0	403
Total	120	152	134	2	131	119	19	11	23	248	82	0	113	154	179	1	1488
05:00 PM	36	39	36	0	38	19	6	3	6	64	23	1	27	39	58	0	395
05:15 PM	29	38	30	0	42	21	7	2	7	78	27	1	21	35	39	3	380
05:30 PM	27	37	44	2	23	15	3	4	10	65	24	0	36	47	34	0	371
05:45 PM	30	44	28	1	25	17	5	1	6	41	32	0	24	35	58	0	347
Total	122	158	138	3	128	72	21	10	29	248	106	2	108	156	189	3	1493
Grand Total	242	310	272	5	259	191	40	21	52	496	188	2	221	310	368	4	2981
Apprch %	29.2	37.4	32.8	0.6	50.7	37.4	7.8	4.1	7	67.2	25.5	0.3	24.5	34.3	40.8	0.4	
Total %	8.1	10.4	9.1	0.2	8.7	6.4	1.3	0.7	1.7	16.6	6.3	0.1	7.4	10.4	12.3	0.1	
Passenger Cars and Peds	239	307	270	4	258	190	39	21	51	488	179	2	213	308	362	4	2935
% Passenger Cars and Peds	98.8	99	99.3	80	99.6	99.5	97.5	100	98.1	98.4	95.2	100	96.4	99.4	98.4	100	98.5
HVs	3	3	2	1	1	1	1	0	1	5	9	0	8	2	6	0	43
% HVs	1.2	1	0.7	20	0.4	0.5	2.5	0	1.9	1	4.8	0	3.6	0.6	1.6	0	1.4
Bikes	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
% Bikes	0	0	0	0	0	0	0	0	0	0.6	0	0	0	0	0	0	0.1

	Montague Rd From North				Pine St From East				N. Pleasant St From South				Meadow St From West				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	33	40	45	1	32	27	6	4	5	68	22	0	29	45	46	0	403
05:00 PM	36	39	36	0	38	19	6	3	6	64	23	1	27	39	58	0	395
05:15 PM	29	38	30	0	42	21	7	2	7	78	27	1	21	35	39	3	380
05:30 PM	27	37	44	2	23	15	3	4	10	65	24	0	36	47	34	0	371
Total Volume	125	154	155	3	135	82	22	13	28	275	96	2	113	166	177	3	1549
% App. Total	28.6	35.2	35.5	0.7	53.6	32.5	8.7	5.2	7	68.6	23.9	0.5	24.6	36.2	38.6	0.7	
PHF	.868	.963	.861	.375	.804	.759	.786	.813	.700	.881	.889	.500	.785	.883	.763	.250	.961

Traffic Crash Data

January, 2011 to December, 2013

- Henry Street at Pine Street
- Bridge Street at Market Hill Road
- Bridge Street at Pine Street
- East Pleasant Street at Pine Street
- East Pleasant Street at Eastman Lane/Tilson Farm Road
- East Pleasant Street at Strong Street
- North Pleasant Street at Pine Street/Meadow Street

Summary Accident Data

Intersection	Year			Total	Average per Year
	2011	2012	2013		
Henry St. at Pine St.	0	0	0	0	0
Bridge St. at Market Hill Rd.	1	0	0	1	1
Bridge St. at Pine St.	2	0	1	3	1
E. Pleasant St. at Pine St.	7	3	4	14	5
E. Pleasant St. at Eastman Ln.	9	2	1	12	4
E. Pleasant St. at Strong St.	4	1	7	12	4
N. Pleasant St. at Pine St.	5	8	7	20	7
	28	14	20	62	

For Date: 02/14/2011 - Monday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
11-2931	1141	911 - M V Crash P D	Services Rendered	1	
Call Taker:		985 - Pronovost, Jessica			
Location/Address:		[AMH 5365] BRIDGE/PINE - 474 PINE ST			
Party Entered By:		02/14/2011 1143 985 - Pronovost, Jessica			
Calling Party:					
Post:					
		Disp-11:41:33	Arvd-11:49:28	Clrd-12:01:04	
Vehicle Entered By:		02/14/2011 1158 977 - Curtin, Michael			
Modified By:		02/14/2011 1159 977 - Curtin, Michael			
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By:		02/14/2011 1159 985 - Pronovost, Jessica			
Vehicle:					
Operator:					
Owner:					
Narrative:		02/14/2011 1141 Pronovost, Jessica			
		RP advises of a MVA,			
Narrative:		02/14/2011 1259 Jackson, Glenn			
		Accident involving listed vehicles. Minor bumper damage to both vehicles.			
		V1 entering intersection slowly to see around snow bank did not see vehicle coming.			
		ok 59			

For Date: 02/20/2011 - Sunday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
11-3359	1252	Phone - M V Crash P D	Services Rendered	1	
Call Taker:		977 - Curtin, Michael			
Location/Address:		{AMH 2991} PINE/EAST PLEASANT - 406 PINE ST			
Party Entered By:		02/20/2011 1255 977 - Curtin, Michael			
Modified By:		02/20/2011 1259 977 - Curtin, Michael			
Calling Party:					
Post:		ZSO1 Jackson, Glenn			
		Disp-12:55:45	Arvd-12:55:47 Clrd-12:55:48		
Vehicle Entered By:		02/20/2011 1252 977 - Curtin, Michael			
Modified By:		02/20/2011 1300 977 - Curtin, Michael			
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By:		02/20/2011 1254 977 - Curtin, Michael			
Vehicle:					
Owner:					
Narrative:		02/20/2011 1252 Curtin, Michael			
		RP reports that approx 10 minutes ago MA REG ' pulled			
		off of EP onto Pine, RP unable to stop in time bumped rear,			
		other operator didn't notice or care and continued on, no			
		damage.			

For Date: 03/03/2011 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
11-4117	1603	Phone - M V Crash P D	CALL CANCELLED	1	
Call Taker: 999 - Kinnas, Carly					
Location/Address: [AMH 5367] EAST PLEASANT/PINE - 406 PINE ST					
Party Entered By: 03/03/2011 1607 999 - Kinnas, Carly					
Calling Party:					
Post:					
Disp-16:04:15			Clrd-16:05:03		
Post:					
3TE1 Feliciano, Felipe					
Disp-16:05:00			Clrd-16:08:12		
Cleared By: 998 - Del Pozzo, Scott					
Vehicle Entered By: 03/03/2011 1609 999 - Kinnas, Carly					
Modified By: 03/03/2011 1608 999 - Kinnas, Carly					
Vehicle:					
Owner:					
Narrative: 03/03/2011 1607 Del Pozzo, Scott					
Rp calling back to report that the vehicle is no longer stuck and has left the scene.					
Narrative: 03/03/2011 1608 Kinnas, Carly					
RP reports listed vehicle is off the road and up on a snowbank.					
Narrative: 03/03/2011 1608 Feliciano, Felipe					
OK ID 101					

For Date: 05/13/2011 - Friday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
11-9177	1533	Initiated - M V Crash P D	Services Rendered	1	
Call Taker:		999 - Kinnas, Carly			
Location/Address:		[AMH 2770] EAST PLEASANT/STRONG - 277 EAST PLEASANT ST			
Initiated By:		2SA12 - O' Connor, Robert			
Party Entered By:		05/13/2011 1541 999 - Kinnas, Carly			
Involved Party:					
Party Entered By:		05/13/2011 1541 999 - Kinnas, Carly			
Involved Party:					
Party Entered By:		05/13/2011 1541 999 - Kinnas, Carly			
Involved Party:					
Post:		2SA12 O' Connor, Robert			
			Arvd-15:33:00 Clrd-15:34:54		
Post:		211 Gallagher, Scott			
		Disp-15:34:10	Arvd-15:35:02 Clrd-16:05:47		
Vehicle Entered By:		05/13/2011 1537 999 - Kinnas, Carly			
Modified By:		05/13/2011 1540 999 - Kinnas, Carly			
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By:		05/13/2011 1537 999 - Kinnas, Carly			
Modified By:		05/13/2011 1540 999 - Kinnas, Carly			
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By:		05/13/2011 1537 999 - Kinnas, Carly			
Modified By:		05/13/2011 1540 999 - Kinnas, Carly			
Vehicle:					
Operator:					
Owner:					
Narrative:		05/13/2011 1535 Kinnas, Carly			
		ID31 reports a MVC near listed location - no injuries.			
Narrative:		05/13/2011 1549 Gallagher, Scott			
		Minor damage, info. exchanged. OK 105			

For Date: 06/16/2011 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
11-11257	1610	Phone - M V Crash P D	Services Rendered	1	
Call Taker: 1000 - Rushford, Jason					
Location/Address: [AMH 2991] PINE/EAST PLEASANT - 406 PINE ST					
Party Entered By: 06/16/2011 1613 1000 - Rushford, Jason					
Modified By: 06/16/2011 1620 1000 - Rushford, Jason					
Calling Party:					
Party Entered By: 06/16/2011 1625 1000 - Rushford, Jason					
Involved Party:					
Post:					
Disp-16:11:13 Arvd-16:18:08 Clrd-16:23:54					
Vehicle Entered By: 06/16/2011 1620 1000 - Rushford, Jason					
Vehicle:					
Operator:					
Owner:					
Narrative: 06/16/2011 1612 Rushford, Jason					
RP reports striking a dog near location, dog is deceased.					
Narrative: 06/16/2011 1627 Gallagher, Scott					
I was visiting her friend in the area when her dog					
got away from her and ran into the roadway. Party swerved to					
avoid dog and was unsuccessful. Dog is deceased and					
is bringing it home to bury it. OK 105					

For Date: 10/20/2011 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
11-19771	0849	911 - M V Crash P D	Services Rendered	1	
Call Taker:		981 - Worthley, William			
Location/Address:		[AMH 5367] EAST PLEASANT/PINE - 406 PINE ST			
Party Entered By:		10/20/2011 0858 983 - Chudzik, Elizabeth			
Modified By:		10/21/2011 0653 983 - Chudzik, Elizabeth			
Calling Party:					
Post:		212 Jackson, Glenn			
		Disp-08:50:25	Arvd-08:54:43 Clrd-09:17:36		
Vehicle Entered By:		10/20/2011 0913 981 - Worthley, William			
Modified By:		10/20/2011 0916 981 - Worthley, William			
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By:		10/20/2011 0913 981 - Worthley, William			
Modified By:		10/20/2011 0917 981 - Worthley, William			
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By:		10/20/2011 0916 981 - Worthley, William			
Vehicle:					
Operator:					
Owner:					
Narrative:		10/20/2011 0850 Worthley, William			
		RP reports a minor MVC, three cars,			
Narrative:		10/20/2011 1204 Daly, Brian			
		OK			

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
01/01/2011Time of Crash
1703
24HRCity/Town
AmherstNumber
Vehicles
2Number
Injured
0Speed Limit
Lat.
Lon.State Police
Local Police
MBTA Police
Other:

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

EAST PLEASANT ST

Route# Direction Name of Roadway/Street

At

EASTMAN LN

Route# Direction Name of Intersecting Roadway/Street

Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet N S E W of Mile Marker Exit Number

Feet N S E W of Route# Intersecting Roadway/Street

Feet N S E W of

Landmark

Please Select One
of the Following:☒ Vehicle 1 #Occupants☐ Hit/Run☐ Moped

11-2-AC

License # St DOB/Age

Sex Lic. Class 18 18 Lic. Restrictions 1 19 CDL Endorsement

Operator First Middle

Address

City State Zip

Insurance Company

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Citation # (If Issued)

Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /

Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /

Reg # Reg Type Reg State

Veh Year Veh Make Veh Config. 1 20

Owner First Middle

Address

City State Zip

Vehicle Action Prior to Crash 1 21

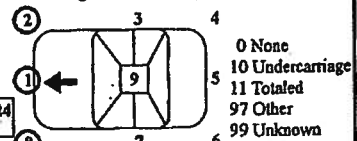
Event Sequence 1 22 22 22 22

Most Harmful Event 1 23

Driver Contributing Code 1 24 24

Underride/Override 1 25 Towed 1

Damaged Area Code: (Circle Up to Three)



Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transport Code Medical Facility

Operator

See Above

License # St DOB/Age

Sex Lic. Class 18 18 Lic. Restrictions 1 19 CDL Endorsement

Operator First Middle

Address

City State Zip

Insurance Company

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Citation # (If Issued)

Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /

Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /

Reg # Reg Type Reg State

Veh Year Veh Make Veh Config. 1 20

Owner Last First Middle

Address

City State Zip

Vehicle Action Prior to Crash 1 21

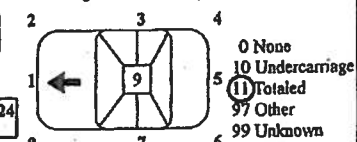
Event Sequence 1 22 22 22 22

Most Harmful Event 1 23

Driver Contributing Code 3 24 24

Underride/Override 1 25 Towed 1

Damaged Area Code: (Circle Up to Three)



Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transport Code Medical Facility

Operator/Non-Motorist

See Above

VICTORIA HALLIE

3561 THURBER LN
SANTA CRUZ, CA 95060

02/04/1989 F

3

1

4

99

0

0

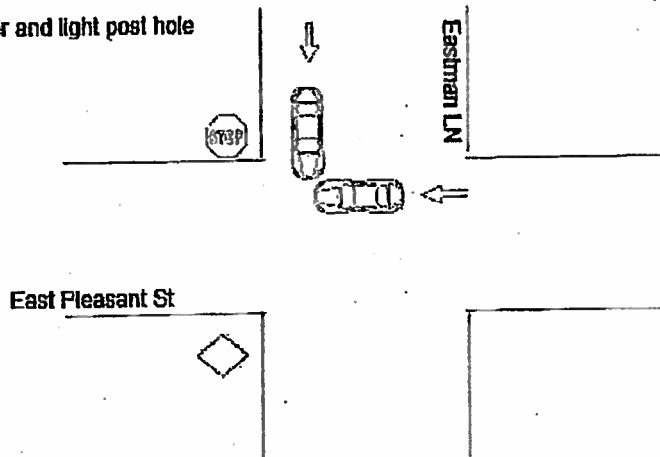
5

1

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
ie: → 1 → 2 → ○

Crash Diagram:

◇ = cover and light post hole



If Crash Did Not Occur
on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Diagram 1: Collision

Crash Narrative:

V1, Op by, was traveling SB on East Pleasant St. V2, Op by, was traveling East on Eastman Ln. V2 did not stop at intersection, stop sign, and collided with V1. V2 rolled over and landed on SE corner of East Pleasant and Tilson Farm Rd. V2 landed on DPW owned cover and hole dug for street light. Cover was damaged. DPW contacted. stated that he could not see the stop sign at Eastman Ln. After collision V1 was facing, NB, opposite his direction of travel. Both Veh towed by AT. was issued a citation for 89/9 Failure to Stop at stop sign. Stop sign is clearly visible from Eastman.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property
AMHERST DPW	S PLEASANT ST AMHERST MA 01002			COVER FOR HOLE DUG FOR LIGHTPOST

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Yvonne M Feliciano

102

Amherst Police Department

01/01/2011

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
01/10/2011Time of Crash
1546
24HRCity/Town
AmherstNumber
Vehicles
2Number
Injured
0Speed Limit
Lat.
Lon.State Police ☐
Local Police ☒
MBTA Police ☐
Other: ☐

AT INTERSECTION:

< LOCATION >

NOT AT INTERSECTION:

Route# Direction Name of Roadway/Street
AtRoute# Direction Name of Intersecting Roadway/Street
Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street
406 PINE STFeet NSEW of or Exit Number
Mile Marker

Feet NSEW of Route# Intersecting Roadway/Street

Feet NSEW of Landmark

Please Select One
of the Following:☒ Vehicle 12 #Occupants☐ Hit/Run☐ Moped

11-6-AC

License # St DOB/Age 6

Sex Lic. Class 18 18 Lic. Restrictions 19 CDL Endorsement

Operator Last Middle

Address

City State Zip

Insurance Company

Vehicle Travel Direction: ☒ S ☒ E ☒ W Responding to Emergency? 2

Citation # (If Issued)

Viol. 1: Ch/Sec/Sub Viol. 2: Ch/Sec/Sub

Viol. 3: Ch/Sec/Sub Viol. 4: Ch/Sec/Sub

Reg # Reg Type Reg State

Veh Year Veh Make Veh Config. 1 20

Owner First Middle

Address

City State Zip

Vehicle Action Prior to Crash 1 21

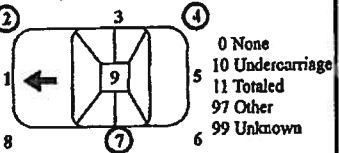
Event Sequence 41 22 22 1 22 22

Most Harmful Event 22 23

Driver Contributing Code 21 24 24

Underride/Override 1 25 Towed 1

Damaged Area Code: (Circle Up to Three)



0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transport Code Medical Facility

Operator See Above

Please Select One
of the Following:☒ Vehicle 21 #Occupants☐ Non-Motorist A

Type 14

Action 15

Location 16

Condition 17

☐ Hit/Run☐ Moped

License # S DOB/Age

Sex Lic. Class 18 18 Lic. Restrictions 19 CDL Endorsement

Operator Last First Middle

Address

City State Zip

Insurance Company

Vehicle Travel Direction: ☒ N ☒ S ☒ E ☒ W Responding to Emergency? 2

Citation # (If Issued)

Viol. 1: Ch/Sec/Sub Viol. 2: Ch/Sec/Sub

Viol. 3: Ch/Sec/Sub Viol. 4: Ch/Sec/Sub

Reg # Reg Type Reg State

Veh Year Veh Make Veh Config. 1 20

Owner First Middle

Address

City State Zip

Vehicle Action Prior to Crash 1 21

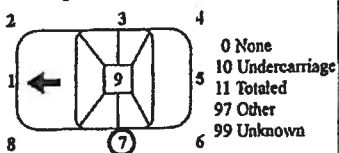
Event Sequence 1 22 22 22 22

Most Harmful Event 1 23

Driver Contributing Code 1 24 24

Underride/Override 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)



0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

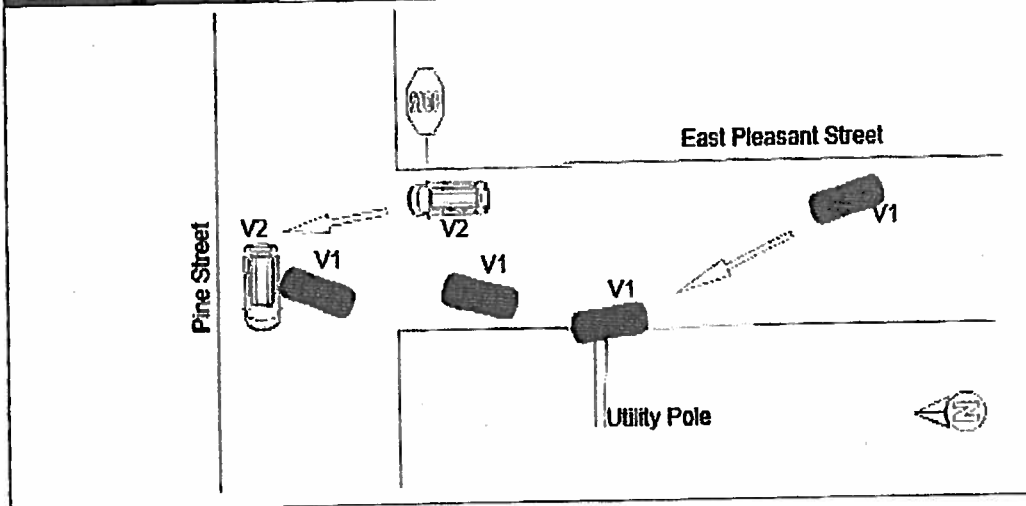
Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transport Code Medical Facility

Operator/Non-Motorist See Above

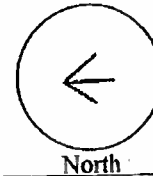
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 X = Pedestrian
 ie: → 1 → 2 → X

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

The operator of V1 crossed the south bound lane of East Pleasant Street before crashing into a utility pole. After crashing into the utility pole the vehicle spun out of control and crashed in V2 who was attempting to turn west on Pine Street. V1 was totaled on arrival. V2 suffered damage behind the driver side door. V1 was towed via Amherst Towing. V2 was able to drive away. The operator of V1 was cited for operating to endanger and marked lanes. No injuries were reported.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Scott E Gallagher

Police Officer Name (Please Print)

Signature

105

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

01/10/2011

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
01/17/2011Time of Crash
1652
24HRCity/Town
AmherstNumber
Vehicles
2Number
Injured
1Speed Limit
Lat.
Lon.State Police
Local Police
MBTA Police
Other.

AT INTERSECTION:

< LOCATION >

NOT AT INTERSECTION:

Route#	Direction	Name of Roadway/Street
At		
Route#	Direction	Name of Intersecting Roadway/Street
Also at Intersection with		
Route#	Direction	Name of Intersecting Roadway/Street

Route#	Direction	Address #	Name of Roadway/Street
277 EAST PLEASANT ST			
Feet N S E W of _____ or _____			
Mile Marker _____ Exit Number _____			
Feet N S E W of _____			
Route# _____ Intersecting Roadway/Street _____			
Feet N S E W of _____			
Landmark _____			

Please Select One of the Following: ☒ Vehicle 11 #Occupants ☐ Hit/Run ☐ Moped

11-18-AC

License #	DOB/Age	Sex	Lic. Class	Lic. Restrictions	CDL Endorsement
Operator	Last	First	Middle		
Address					
City State Zip					
Insurance Company					
Vehicle Travel Direction: <input checked="" type="checkbox"/> S <input checked="" type="checkbox"/> E <input checked="" type="checkbox"/> W Responding to Emergency? 2					
Citation # (If Issued)					
Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /					
Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /					

Reg #	Reg Type	Reg State
		MA
Veh Year	Veh Make	Veh Config
		1
Owner	First	Middle
Address		
City State Zip		
Vehicle Action Prior to Crash		
Event Sequence		
Most Harmful Event		
Driver Contributing Code		
Underride/Overide		
Towed		
Damaged Area Code: (Circle Up to Three)		
0 None		
10 Undercarriage		
11 Totaled		
97 Other		
99 Unknown		

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transport Code	Medical Facility
Operator	See Above					99	4	99	0	0	5	1

Please Select One of the Following: <input checked="" type="checkbox"/> Vehicle 21 #Occupants <input type="checkbox"/> Non-Motorist A Type <input type="checkbox"/> Action <input type="checkbox"/> Location <input type="checkbox"/> Condition <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped												
License #	DOB/Age	Sex	Lic. Class	Lic. Restrictions	CDL Endorsement	Reg #	Reg Type	Reg State				
								MA				
Operator	Last	First	Middle	Owner								
Address				Address								
City State Zip				City State Zip								
Insurance Company				Vehicle Action Prior to Crash								
Vehicle Travel Direction: <input checked="" type="checkbox"/> S <input checked="" type="checkbox"/> E <input checked="" type="checkbox"/> W Responding to Emergency? 2				Event Sequence								
Citation # (If Issued)				Most Harmful Event								
Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /				Driver Contributing Code								
Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /				Underride/Overide								
				Towed								
				Damaged Area Code: (Circle Up to Three)								
				0 None								
				10 Undercarriage								
				11 Totaled								
				97 Other								
				99 Unknown								

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transport Code	Medical Facility
Operator/Non-Motorist	See Above					99	3	1	0	0	4	2

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:

	<p>If Crash Did Not Occur on a Public Way:</p> <p><input type="checkbox"/> Off-Street Parking Lot</p> <p><input type="checkbox"/> Garage</p> <p><input type="checkbox"/> Mall/Shopping Center</p> <p><input type="checkbox"/> Other Private Way</p> <div style="text-align: center;"> <p>North</p> </div>
--	--

Crash Narrative:

V1 was stopped at the crosswalk to allow a pedestrian to cross. The operator of V2 crashed into the rear of V1.

V1 suffered rear end damage. V2 suffered heavy front end damage. V1 was towed to Ernies. V2 was towed to Amherst Towing.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)	
Carrier Name _____	Carrier Issuing Authority Code 35
Address _____ City _____ St _____ Zip _____	
US DOT #: _____	State Number _____ Issuing State _____ ICC #: _____ Interstate 36
Cargo Body Type Code 37	Gross Vehicle Weight 38
Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39	
Hazmat Information: Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42	

Patrol Officer Scott E Gallagher

105

Amherst Police Department

01/17/2011

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police Report

Date of Crash 02/04/2011 Time of Crash 0134 City/Town Amherst
24HR

Number Vehicles 2 Number Injured 0

Speed Limit 40
Lat. _____
Lon. _____

State Police ☐
Local Police ☐
MBTA Police ☐
Other ☐

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

EAST PLEASANT ST

Route# Direction Name of Roadway/Street
At
Route# Direction Name of Intersecting Roadway/Street
Also at Intersection with
Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street
Feet N S E W of _____ or _____
Exit Number
Feet N S E W of _____
Route# Intersecting Roadway/Street
Feet N S E W of _____
Landmark

Please Select One of the Following:

☒ Vehicle 1 #Occupants ☐ Hit/Run ☐ Moped

11-37-AC

License # _____ St. _____ DOB/Age _____
Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL Endorsement
Operator Last First Middle
Address _____
City _____ State _____ Zip _____
Insurance Company _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

Owner Last First Middle
Address _____
City _____ State _____ Zip _____

Vehicle Travel Direction: N X E W Responding to Emergency? 2

Citation # (If Issued)

Viol. 1: Ch/Sec/Sub

Viol. 2: Ch/Sec/Sub

Viol. 3: Ch/Sec/Sub

Viol. 4: Ch/Sec/Sub

Vehicle Action Prior to Crash 1 21

Event Sequence 1 22 22 22 22

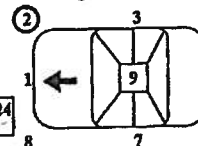
Most Harmful Event 1 23

Driver Contributing Code 10 24 24

Underride/Override 1 25

Towed 1

Damaged Area Code: (Circle Up to Three)



0 None
10 Undercarriage
11 Totalled
97 Other
99 Unknown

Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Status	30 Eject Code	31 Trap Code	32 Injury Status	33 Transport Code	Medical Facility
Operator	See Above	-----	---	---	99	4	99	0	0	5	1	

Please Select One of the Following:

☒ Vehicle 2 #Occupants ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

License # _____ St. _____ DOB/Age _____
Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL Endorsement
Operator Last First Middle
Address _____
City _____ State _____ Zip _____
Insurance Company _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

Owner Last First Middle
Address _____
City _____ State _____ Zip _____

Vehicle Travel Direction: N X E W Responding to Emergency? 2

Citation # (If Issued) N/A

Viol. 1: Ch/Sec/Sub N /A

Viol. 2: Ch/Sec/Sub N /A

Viol. 3: Ch/Sec/Sub N /A

Viol. 4: Ch/Sec/Sub N /A

Vehicle Action Prior to Crash 1 21

Event Sequence 1 22 22 22 22

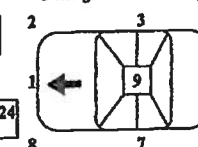
Most Harmful Event 1 23

Driver Contributing Code 1 24 24

Underride/Override 1 25

Towed 2

Damaged Area Code: (Circle Up to Three)



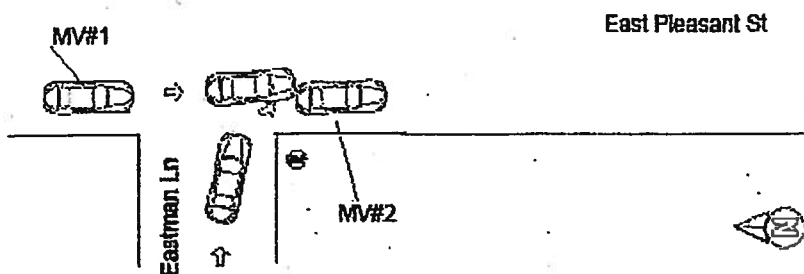
0 None
10 Undercarriage
11 Totalled
97 Other
99 Unknown

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Status	30 Eject Code	31 Trap Code	32 Injury Status	33 Transport Code	Medical Facility
Operator/Non-Motorist	See Above	-----	---	---	99	4	99	0	0	5	1	

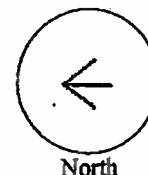
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:



If Crash Did Not Occur
on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

MV#2 was attempting to turn onto East Pleasant St. from Eastman Ln. The operator stated that she couldn't see over the snow bank, so she began to pull out into East Pleasant St. and then proceeded.

At this time MV#1 approached and struck MV#2 in the right rear quarter. This caused damage to the bumper area. MV#1's sustained damage to the right front section.

MV#2 was towed from the scene.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Joshua S Harris

118

Amherst Police Department

02/04/2011

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
02/06/2011Time of Crash
2222
24HRCity/Town
AmherstNumber
Vehicles
2Number
Injured
0Speed Limit 35
Lat. _____
Lon. _____State Police ☐
Local Police ☒
MBTA Police ☐
Other ☐

AT INTERSECTION:

< LOCATION >

NOT AT INTERSECTION:

EAST PLEASANT STRoute# _____ Direction _____ Name of Roadway/Street _____
At _____**EASTMAN LN**Route# _____ Direction _____ Name of Intersecting Roadway/Street _____
Also at Intersection with _____

Route# _____ Direction _____ Name of Intersecting Roadway/Street _____

Route# _____ Direction _____ Address # _____ Name of Roadway/Street _____

Feet NSEW of _____ or _____
Mile Marker _____ Exit Number _____Feet NSEW of _____
Route# _____ Intersecting Roadway/Street _____
Feet NSEW of _____
Landmark _____Please Select One
of the Following:☒ Vehicle 14 #Occupants 1 ☐ Hit/Run ☐ Moped**11-43-AC**License # _____ St. _____ DOB/Age 18 / 18 / 1900Sex _____ Lic. Class D 18 18 Lic. Restrictions 19 CDL _____
Endorsement _____

Operator _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: NSEW Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ Viol. 2: Ch/Sec/Sub _____ /

Viol. 3: Ch/Sec/Sub _____ / Viol. 4: Ch/Sec/Sub _____ /

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

Owner _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 1 21Event Sequence 1 22 22 22 22Most Harmful Event 1 23Driver Contributing Code 19 24 4 24Underride/Override 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)

0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Please fill out for operator and all occupants involved

Name (Last First Middle) _____ Address _____ DOB/Age _____ Sex _____ 26 Seat Pos. _____ 27 Safety System _____ 28 Airbag Status _____ 29 Airbag Switch _____ 30 Eject Code _____ 31 Trap Code _____ 32 Injury Status _____ 33 Transport Code _____ Medical Facility _____

Operator _____ See Above

Please Select One
of the Following:☒ Vehicle 22 #Occupants 1 ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

License # _____ St. _____ DOB/Age _____

Sex _____ Lic. Class D 18 18 Lic. Restrictions 19 CDL _____
Endorsement _____

Operator _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: NSEW Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ Viol. 2: Ch/Sec/Sub _____ /

Viol. 3: Ch/Sec/Sub _____ / Viol. 4: Ch/Sec/Sub _____ /

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

Owner _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 4 21Event Sequence 1 22 22 22 22Most Harmful Event 1 23Driver Contributing Code 1 24 4 24Underride/Override 1 25 Towed 1

Damaged Area Code: (Circle Up to Three)

0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

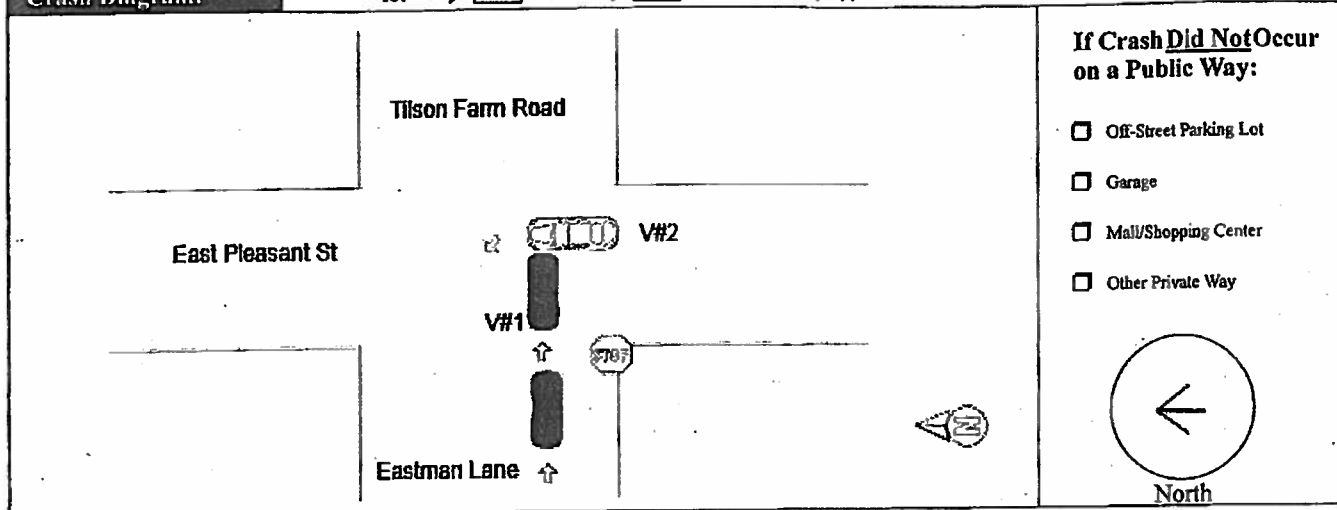
Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) _____ Address _____ DOB/Age _____ Sex _____ 26 Seat Pos. _____ 27 Safety System _____ 28 Airbag Status _____ 29 Airbag Switch _____ 30 Eject Code _____ 31 Trap Code _____ 32 Injury Status _____ 33 Transport Code _____ Medical Facility _____

Operator/Non-Motorist _____ See Above

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way

Crash Narrative:

Vehicle #2 stopped awaiting traffic to turn left from East Pleasant St onto Eastman Lane. V#1, traveling east bound on Eastman Lane, failed to recognize intersection or stop sign, and continued straight without stopping at intersection. V#1 subsequently collided with V#2, while in the intersection.

Moderate damage was sustained to the driver's side fender of V#2. Minor damage to the bumper of V#1 was observed. Operator of V#1 was issued a citation for failure to stop @ a stop sign. V#2 was towed by Ernie's Towing.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Nicholas J Chandler

114

Amherst Police Department 02/07/2011

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
02/25/2011Time of Crash
1149
24HRCity/Town
AmherstNumber
Vehicles
2Number
Injured
0Speed Limit
Lat.
Lon.State Police ☐
Local Police ☐
MBTA Police ☐
Other: ☐

AT INTERSECTION:

< LOCATION >

NOT AT INTERSECTION:

EAST PLEASANT ST

Route# Direction Name of Roadway/Street

At

EASTMAN LN

Route# Direction Name of Intersecting Roadway/Street

Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet N S E W of Mile Marker Exit Number

Feet N S E W of Route# Intersecting Roadway/Street

Feet N S E W of

Landmark

Please Select One
of the Following:☒ Vehicle 1 #Occupants☐ Hit/Run☐ Moped

11-74-AC

License #. St. DOB/Age

Sex. Lic. Class 18 18 Lic. Restrictions 1 19 CDL Endorsement

Operator Last First Middle

Address

City State Zip

Insurance Company

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Citation # (If Issued)

Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /

Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /

Reg #. Reg Type. Reg State

Veh Year. Veh Make. Veh Config. 1 20

Owner Last First Middle

Address

City State Zip

Vehicle Action Prior to Crash 4 21

Event Sequence 1 22 22 22 22 2

Most Harmful Event 1 23

Driver Contributing Code 4 24 24

Underride/Override 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)

0 None

10 Undercarriage

11 Totaled

97 Other

99 Unknown

Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transp. Code Medical Facility

Operator

See Above

Please Select One
of the Following:☒ Vehicle 2 #Occupants☐ Non-Motorist A

Type 14

Action 15

Location 16

Condition 17

☐ Hit/Run☐ Moped

License #. St. DOB/Age

Sex. Lic. Class 18 18 Lic. Restrictions 1 19 CDL Endorsement

Operator Last First Middle

Address

City State Zip

Insurance Company

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Citation # (If Issued)

Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /

Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /

Reg #. Reg Type. Reg State

Veh Year. Veh Make. Veh Config. 1 20

Owner Last First Middle

Address

City State Zip

Vehicle Action Prior to Crash 4 21

Event Sequence 1 22 22 22 22 2

Most Harmful Event 1 23

Driver Contributing Code 1 24 24

Underride/Override 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)

0 None

10 Undercarriage

11 Totaled

97 Other

99 Unknown

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transp. Code Medical Facility

Operator/Non-Motorist

See Above

→ Direction 1 = Vehicle 1 2 = Vehicle 2 Q = Pedestrian
 ie: → 1 → 2 → Q

Crash Diagram:

If Crash Did Not Occur on a Public Way:

☐ Off-Street Parking Lot

☐ Garage

☐ Mall/Shopping Center

☐ Other Private Way

North

Crash Narrative:

V1 was making a left turn from eastman Ln on to East Pleasant St at the same time V2 was making a left turn from East Pleasant St on to Eastman Ln. V1 Failed to grant the right of way to v2 as it began to make his turn from a stopped position. There is a stop sign controlling traffic from Eastman Ln on to East Pleasant St. Minor damage was suffered to both vehicles when v1 struck v2 on the drivers side rear QP.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Glenn M Jackson

Police Officer Name (Please Print)

Signature

59

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

02/27/2011

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
03/04/2011Time of Crash
2219
24HRCity/Town
AmherstNumber
Vehicles
2Number
Injured
0Speed Limit 35
Lat. _____
Lon. _____State Police ☐
Local Police ☒
MBTA Police ☐
Other: ☐

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

EAST PLEASANT ST

Route# Direction Name of Roadway/Street

At

EAST PLEASANT ST

Route# Direction Name of Intersecting Roadway/Street

Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet NSEW of _____ or _____
Mile Marker Exit NumberFeet NSEW of _____
Route# Intersecting Roadway/StreetFeet NSEW of _____
LandmarkPlease Select One
of the Following:☒ Vehicle 13 #Occupants ☐ Hit/Run ☐ Moped

11-100-AC

License # _____ St _____ DOB/Age _____
Sex _____ Lic. Class D 18 18 Lic. Restrictions 19 CDL _____
Endorsement _____

Operator: _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: ☒ S E W Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg Stat _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

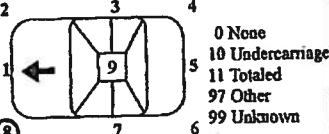
Owner: _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 1 21Event Sequence 1 22 22 22 22Most Harmful Event 1 23Driver Contributing Code 1 24 24Underride/Override 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)



Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transp. Code Medical Facility

Operator See Above

DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transp. Code Medical Facility

DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transp. Code Medical Facility

Please Select One
of the Following:☒ Vehicle 21 #Occupants ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ MopedLicense # _____ St _____ DOB/Age 1 04 10 _____
Sex _____ Lic. Class D 18 18 Lic. Restrictions 19 CDL _____
Endorsement _____

Operator: _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: N S W Responding to Emergency? 99

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

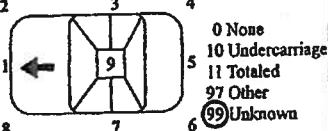
Reg # _____ Reg Type EV Reg State _____Veh Year _____ Veh Make _____ Veh Config. 1 20

Owner: _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip 15 21 7Vehicle Action Prior to Crash 1 21Event Sequence 1 22 22 22 22Most Harmful Event 1 23Driver Contributing Code 10 24 4 24Underride/Override 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)



Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transp. Code Medical Facility

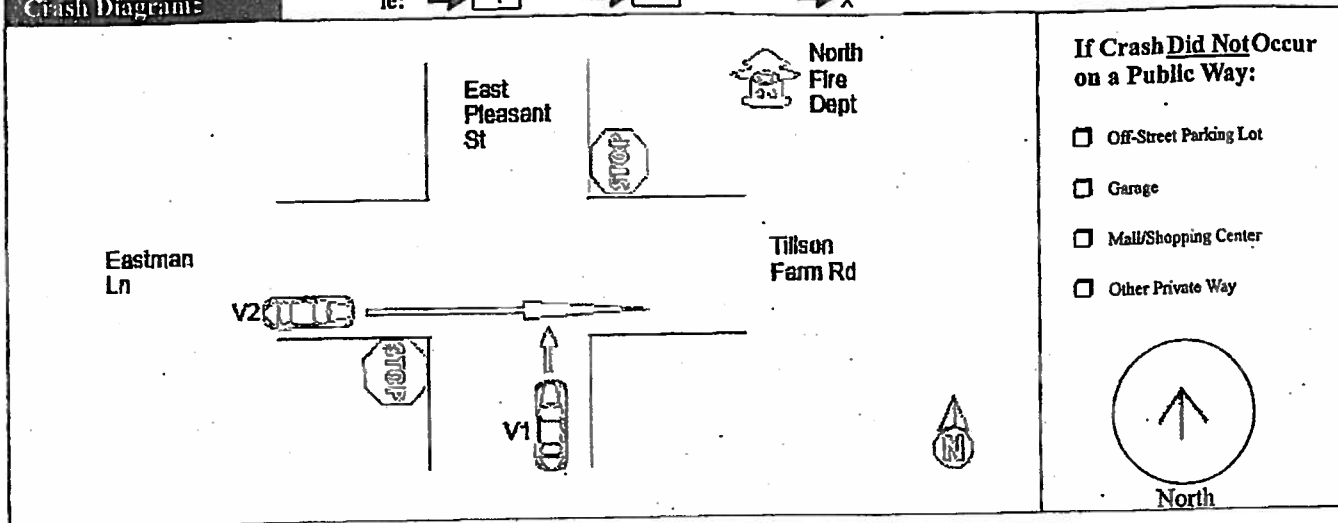
Operator/Non-Motorist See Above

DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transp. Code Medical Facility

DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Transp. Code Medical Facility

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 O = Pedestrian
 ie: → 1 → 2 →

Crash Diagram:



Crash Narrative:

V1 was traveling north on East Pleasant St when they observed V2 traveling eastbound on Eastman Ln. V1 reported that V2 was traveling at a high rate of speed and did not stop at the stop sign. V1 slammed on his brakes and came in contact with V2. The damage was minor and V1 sustained paint transfer on the driver side front bumper. V2 fled the scene and was later stopped by UMass Police.

no tow required.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate

Cargo Body Type Code Gross Vehicle Weight

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length

Hazmat Information:

Placard Material 1 digit # Material Name _____ Material 4 digit # _____ Release code

Patrol Officer Felipe Feliciano

Police Officer Name (Please Print)

Signature

101

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

03/04/2011

Date

Commonwealth of Massachusetts

Date of Crash 04/25/2011	Time of Crash 1543 24HR	City/Town Amherst	Motor Vehicle Crash Police Report	Number Vehicles 2	Number Injured 0	Speed Limit _____ Lat. _____ Lon. _____	State Police <input type="checkbox"/> Local Police <input checked="" type="checkbox"/> MBTA Police <input type="checkbox"/> Other _____
-----------------------------	-------------------------------	----------------------	--	-------------------------	------------------------	--	--

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

1	Route#	Direction	Name of Roadway/Street	
			At	
	Route#	Direction	Name of Intersecting Roadway/Street	
			Also at Intersection with	
2	1	Route#	Direction	Name of Intersecting Roadway/Street

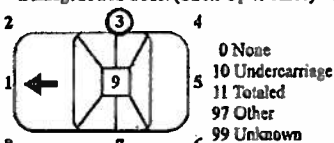
Route#	Direction	Address #	Name of Roadway/Street	
			1191 NORTH PLEASANT ST	
____ Feet	N S E W	of	____ or ____	
			Mile Marker	Exit Number
____ Feet	N S E W	of	Route#	Intersecting Roadway/Street
____ Feet	N S E W	of		Landmark

3	Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle 1 #Occupants	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped
---	-------------------------------------	--	----------------------------------	--------------------------------

11-159-AC

4	1	License #	____ St	DOB/Age	____		
		Sex	Lic. Class	18 18	Lic. Restrictions	19	CDL Endorsement
		Operator	Last	First	Middle		
		Address					
		City	State	Zip			
		Insurance Company					
5		Vehicle Travel Direction:	<input checked="" type="checkbox"/> S <input checked="" type="checkbox"/> E <input checked="" type="checkbox"/> W	Responding to Emergency?	2		
		Citation # (If Issued)					
		Viol. 1: Ch/Sec/Sub	/	Viol. 2: Ch/Sec/Sub	/		
6	1	Viol. 3: Ch/Sec/Sub	/	Viol. 4: Ch/Sec/Sub	/		

Reg #	____	Reg Type	____	Reg State	____
Veh Year	____	Veh Make	____	Veh Config	1 20
Owner	____	First	Middle		
Address					
City	State	Zip			
Vehicle Action Prior to Crash	1 21	Damaged Area Code: (Circle Up to Three)			
Event Sequence	1 22 22 22 22	2	3	4	
Most Harmful Event	1 23	1	2	3	4
Driver Contributing Code	99 24 24	1	2	3	4
Underride/Override	1 25	Towed	2		



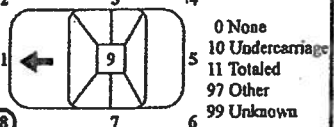
Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transport Code	Medical Facility
Operator	See Above	-----	---	---	99	4	99	0	0	5	1	

7	1	Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle 2 #Occupants	<input type="checkbox"/> Non-Motorist A	Type	14	Action	15	Location	16	Condition	17	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped
---	---	-------------------------------------	--	---	------	----	--------	----	----------	----	-----------	----	----------------------------------	--------------------------------

8	1	License #	____ St	DOB/Age	____		
		Sex	Lic. Class	18 18	Lic. Restrictions	19	CDL Endorsement
		Operator	Last	First	Middle		
		Address					
		City	State	Zip			
		Insurance Company					
		Vehicle Travel Direction:	<input checked="" type="checkbox"/> S <input checked="" type="checkbox"/> E <input checked="" type="checkbox"/> W	Responding to Emergency?	2		
		Citation # (If Issued)					
		Viol. 1: Ch/Sec/Sub	/	Viol. 2: Ch/Sec/Sub	/		
		Viol. 3: Ch/Sec/Sub	/	Viol. 4: Ch/Sec/Sub	/		

Reg #	____	Reg Type	____	Reg State	____
Veh Year	____	Veh Make	____	Veh Config	1 20
Owner	____	First	Middle		
Address					
City	State	Zip			
Vehicle Action Prior to Crash	1 21	Damaged Area Code: (Circle Up to Three)			
Event Sequence	1 22 22 22 22	2	3	4	
Most Harmful Event	1 23	1	2	3	4
Driver Contributing Code	99 24 24	1	2	3	4
Underride/Override	1 25	Towed	2		



Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transport Code	Medical Facility
Operator/Non-Motorist	See Above	-----	---	---	99	99	99	0	0	5	1	

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 O = Pedestrian
 ie: → 1 → 2 → O

Crash Diagram:

		If Crash Did Not Occur on a Public Way: <input type="checkbox"/> Off-Street Parking Lot <input type="checkbox"/> Garage <input type="checkbox"/> Mall/Shopping Center <input type="checkbox"/> Other Private Way
		<p>North</p>

Crash Narrative:

The operator of V1 informed me he was traveling north when he attempted to turn into the right turn only lane when V2 drove into the side of him. The operator of V2 informed me she was traveling north when V1 had his left turn signal on and was in the left turn lane before making an erratic lane change, cutting her off, and crashing into the driverside front of her vehicle. V1 suffered damage to the passenger side and V2 suffered damage to the driver side front fender area. No injuries were reported. Vehicles were able to drive away from the crash.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Scott E Gallagher

105

Amherst Police Department

04/25/2011

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Date of Crash
05/02/2011Time of Crash
0843
24HRCity/Town
AmherstMotor Vehicle Crash
Police ReportNumber
Vehicles
2Number
Injured
0Speed Limit
Lat.
Lon.State Police ☐
Local Police ☒
MBTA Police ☐
Other: ☐

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

EAST PLEASANT ST

Route# Direction Name of Roadway/Street

At

EASTMAN LN

Route# Direction Name of Intersecting Roadway/Street

Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet N S E W of Mile Marker or Exit Number

Feet N S E W of Route# Intersecting Roadway/Street

Feet N S E W of

Landmark

Please Select One
of the Following:☒ Vehicle 1 #Occupants ☐ Hit/Run ☐ Moped

11-165-AC

License # St. DOB/Age

Reg # Reg Type Reg State

Sex Lic. Class 18 18 Lic. Restrictions 1 19 CDL Endorsement

Veh Year Veh Make Veh Config. 1 20

Operator Last First Middle

Owner Last First Middle

Address

Address

City State Zip

City State Zip

Insurance Company

Vehicle Action Prior to Crash 4 21

Vehicle Travel Direction: ☒ S ☒ E ☒ W Responding to Emergency? 2

Event Sequence 1 22 22 22 22

Citation # (If Issued)

Most Harmful Event 1 23

Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /

Driver Contributing Code 4 24 24

Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /

Underride/Overide 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)

0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 25 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Trip Code Medical Facility

Operator

See Above

DOB/Age

Sex

25 Seat Pos.

27 Safety System

28 Airbag Status

29 Airbag Switch

30 Eject Code

31 Trap Code

32 Injury Status

33 Trip Code

Medical Facility

License # St. DOB/Age

Reg # Reg Type Reg State

Sex Lic. Class 18 18 Lic. Restrictions 1 19 CDL Endorsement

Veh Year Veh Make Veh Config. 1 20

Operator Last First Middle

Owner Last First Middle

Address

Address

City State Zip

City State Zip

Insurance Company

Vehicle Action Prior to Crash 1 21

Vehicle Travel Direction: ☒ N ☒ E ☒ W Responding to Emergency? 2

Event Sequence 1 22 22 22 22

Citation # (If Issued)

Most Harmful Event 1 23

Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /

Driver Contributing Code 1 24 24

Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /

Underride/Overide 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)

0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 25 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Trip Code Medical Facility

Operator/Non-Motorist

See Above

DOB/Age

Sex

25 Seat Pos.

27 Safety System

28 Airbag Status

29 Airbag Switch

30 Eject Code

31 Trap Code

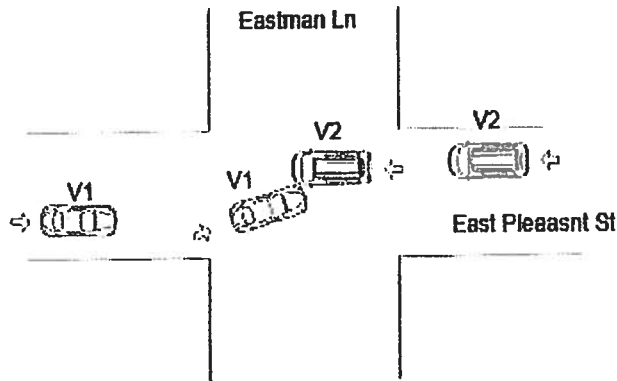
32 Injury Status

33 Trip Code

Medical Facility

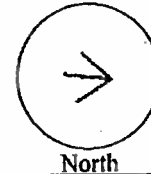
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 X = Pedestrian
 ie: → 1 → 2 → X

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V1 was traveling NB on East Pleasant St approaching the intersection with Eastman Ln where he was attempting to make a left turn. V2 was traveling SB on East Pleasant St. As the vehicles approached the intersection V1 operator failed to use care and turned in the path of v2 which was driving straight. The vehicles crashed, front bumper to front bumper. No injuries were reported at the scene. Both vehicles were operable. operator of v1 was issued a citation for fail to use care in turning.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hozmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Glenn M Jackson

Police Officer Name (Please Print)

Signature

59

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

05/02/2011

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
06/07/2011Time of Crash
1704
24HRCity/Town
AmherstNumber
Vehicles
2Number
Injured
0Speed Limit 40
Lat. _____
Lon. _____State Police ☐
Local Police ☒
MBTA Police ☐
Other: _____

AT INTERSECTION:

< LOCATION >

NOT AT INTERSECTION:

EAST PLEASANT STRoute# Direction Name of Roadway/Street
At**EASTMAN LN**Route# Direction Name of Intersecting Roadway/Street
Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

____ Feet **N S E W** of _____ or _____
Mile Marker Exit Number____ Feet **N S E W** of Route# Intersecting Roadway/Street____ Feet **N S E W** of _____
LandmarkPlease Select One
of the Following:☒ Vehicle 1 #Occupants☐ Hit/Run☐ Moped**11-202-AC**

License # _____ St _____ DOB/Age _____

Reg # _____ Reg Type _____ Reg State _____

Sex _____ Lic. Class **D** **18** **18** Lic. Restrictions **2** **19** CDL _____
Endorsement _____Veh Year _____ Veh Make _____ Veh Config. **1** **20**

Operator _____ Last _____ First _____ Middle _____

Owner _____ Last _____ First _____ Middle _____

Address _____

Address _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Action Prior to Crash **1** **21** Damaged Area Code: (Circle Up to Three)Vehicle Travel Direction: **N S E W** Responding to Emergency? **2**Event Sequence **1** **22** **22** **22** **22** **2** **3** **4**

Citation # (If Issued) _____

Most Harmful Event **1** **23** **10** **9** **5** **11** **Totaled**
97 **Other**
99 **Unknown**

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Driver Contributing Code **1** **24** **24**

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Underride/Override **1** **25** Towed **1**

Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator	See Above	-----	---	---	1	4	4	0	0	5	1	

Please Select One
of the Following:☒ Vehicle 2 #Occupants☐ Non-Motorist AType **14**Action **15**Location **16**Condition **17**☐ Hit/Run☐ Moped

License # _____ St _____ DOB/Age _____

Reg # _____ Reg Type _____ Reg State _____

Sex _____ Lic. Class **D** **18** **18** Lic. Restrictions **1** **19** CDL _____
Endorsement _____Veh Year _____ Veh Make _____ Veh Config. **1** **20**

Operator _____ Last _____ First _____ Middle _____

Owner _____ Last _____ First _____ Middle _____

Address _____

Address _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Action Prior to Crash **4** **21** Damaged Area Code: (Circle Up to Three)Vehicle Travel Direction: **N S E W** Responding to Emergency? **2**Event Sequence **1** **22** **22** **22** **22** **2** **3** **4**

Citation # (If Issued) _____

Most Harmful Event **1** **23** **10** **9** **5** **11** **Totaled**
97 **Other**
99 **Unknown**

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Driver Contributing Code **4** **24** **24**

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

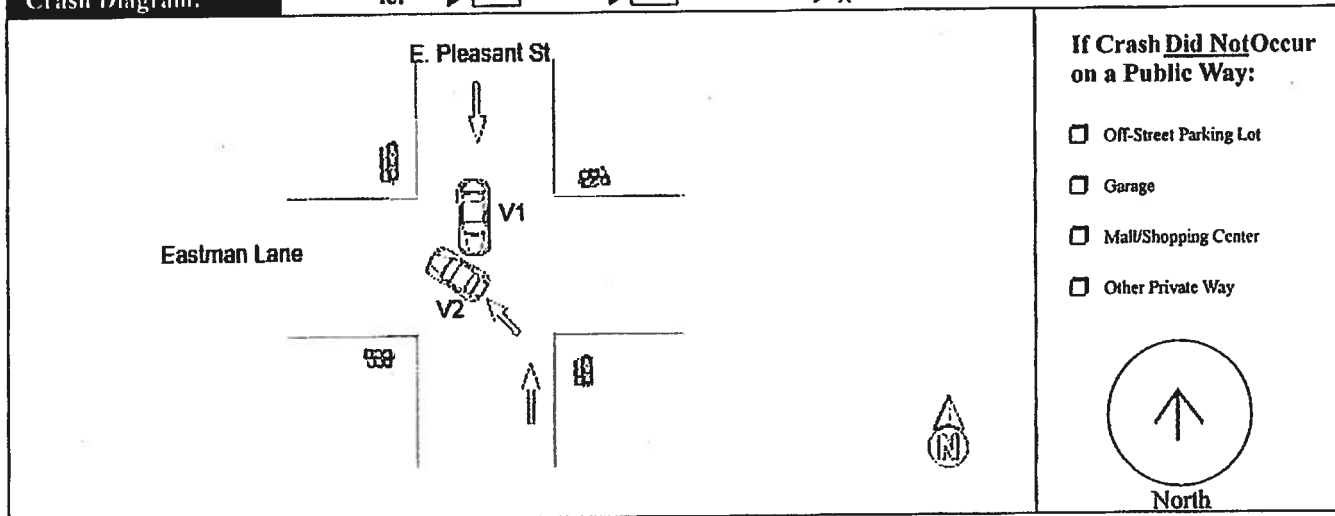
Underride/Override **1** **25** Towed **1**

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator/Non-Motorist	See Above	-----	---	---	1	4	4	0	0	5	1	

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:



Crash Narrative:

V1 travelling SB on East Pleasant St with a green lens. V2 travelling NB on East Pleasant St with a green lens. V2 did not see V1 and attempted to make a left turn onto Eastman Lane. This turn was made in front of V1 causing the accident. V1 had been proceeding straight and had the right of way. NO PI. Both vehicles towed by AAA: Ernie's Towing. V2 oper cited for failure to use care in turning.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Linda Newcomb

Police Officer Name (Please Print)

Signature

47

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

06/07/2011

Date

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:

Markethill Road

Bridge St

North

If Crash Did Not Occur on a Public Way:

☐ Off-Street Parking Lot

☐ Garage

☐ Mall/Shopping Center

☐ Other Private Way

Crash Narrative:

reg:.. was operating SB on Bridge St when the listed bicyclist turned left, from the right shoulder (while operating SB as well) without yielding to the MV. The rear tire of the bicycle was struck by the front bumper, causing the rim of tire to the bicycle to be bent.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Dominick A Corsetti

104

Amherst Police Department

06/30/2011

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
08/15/2011Time of Crash
1701
24HRCity/Town
AmherstNumber
Vehicles
3Number
Injured
0Speed Limit _____
Lat. _____
Lon. _____State Police ☐
Local Police ☒
MBTA Police ☐
Other: _____

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

MEADOW ST

Route# Direction Name of Roadway/Street

At

NORTH PLEASANT ST

Route# Direction Name of Intersecting Roadway/Street

Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet N S E W of _____ Mile Marker _____ or _____ Exit Number

Feet N S E W of _____ Route# Intersecting Roadway/Street

Feet N S E W of _____

Landmark

Please Select One
of the Following:☒ Vehicle 1 #Occupants☐ Hit/Run☐ Moped

11-258-AC

License # _____ St. _____ DOB/Age _____

Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL _____
Endorsement _____

Operator _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ Viol. 2: Ch/Sec/Sub _____ /

Viol. 3: Ch/Sec/Sub _____ / Viol. 4: Ch/Sec/Sub _____ /

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

Owner _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 1 21Event Sequence 1 22 22 22 22Most Harmful Event 1 23Driver Contributing Code 3 24 24Underride/Override 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)

0 None
10 Undercarriage
11 Totalled
97 Other
99 Unknown

Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 16 Seat Pos. 17 Safety System 18 Airbag Status 19 Airbag Switch 20 Eject Code 21 Trap Code 22 Injury Status 23 Transp. Code 24 Medical Facility

Operator

See Above

License # _____ St. _____ DOB/Age _____

Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL _____
Endorsement _____

Operator _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / Viol. 2: Ch/Sec/Sub _____ /

Viol. 3: Ch/Sec/Sub _____ / Viol. 4: Ch/Sec/Sub _____ /

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

Owner _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 1 21Event Sequence 1 22 22 22 22Most Harmful Event 1 23Driver Contributing Code 1 24 24Underride/Override 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)

0 None
10 Undercarriage
11 Totalled
97 Other
99 Unknown

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 16 Seat Pos. 17 Safety System 18 Airbag Status 19 Airbag Switch 20 Eject Code 21 Trap Code 22 Injury Status 23 Transp. Code 24 Medical Facility

Operator/Non-Motorist

See Above

Commonwealth of Massachusetts

Date of Crash 08/15/2011	Time of Crash 1701 24HR	City/Town Amherst	Motor Vehicle Crash Police Report	Number Vehicles 3	Number Injured 0	Speed Limit _____ Lat. _____ Lon. _____	State Police <input type="checkbox"/> Local Police <input checked="" type="checkbox"/> MBTA Police <input type="checkbox"/> Other: _____
-----------------------------	-------------------------------	----------------------	--	-------------------------	------------------------	---	---

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

1

2 9

2 10

3 11

2 3

3 2

4 3

5 2

6 2

1 12

1 13

7 2

8 1

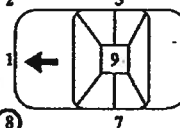
Route# MEADOW ST Direction _____ Name of Roadway/Street _____
At _____
Route# NORTH PLEASANT ST Direction _____ Name of Intersecting Roadway/Street _____
Also at Intersection with _____
Route# _____ Direction _____ Name of Intersecting Roadway/Street _____

Route# _____ Direction _____ Address # _____ Name of Roadway/Street _____
_____ Feet N S E W of _____ or _____
Mile Marker _____ Exit Number _____
_____ Feet N S E W of _____
Route# _____ Intersecting Roadway/Street _____
_____ Feet N S E W of _____
Landmark _____

Please Select One of the Following: ☒ Vehicle 3 1 #Occupants 1 ☐ Hit/Run ☐ Moped

11-258-AC

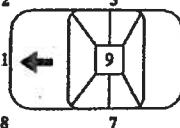
License # _____ St _____ DOB/Age _____
Sex _____ Lic. Class 18 18 Lic. Restrictions 1 19 CDL _____
Operator: Last _____ First _____ Middle _____
Address _____
City _____ State _____ Zip _____
Insurance Company _____
Vehicle Travel Direction: N S X W Responding to Emergency? 2
Citation # (If Issued) _____
Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____
Veh Year _____ Veh Make _____ Veh Config. 1 20
Owner Last _____ First _____ Middle _____
Address _____
City _____ State _____ Zip _____
Vehicle Action Prior to Crash 2 21
Event Sequence 1 22 22 22 22
Most Harmful Event 1 23
Driver Contributing Code 1 24 24
Underride/Override 1 25 Towed 2
Damaged Area Code: (Circle Up to Three)

0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transport Code	Medical Facility
Operator	See Above	-----	---	---	1	4	99	0	0	5	1	

Please Select One of the Following: ☐ Vehicle 4 _____ #Occupants _____ ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

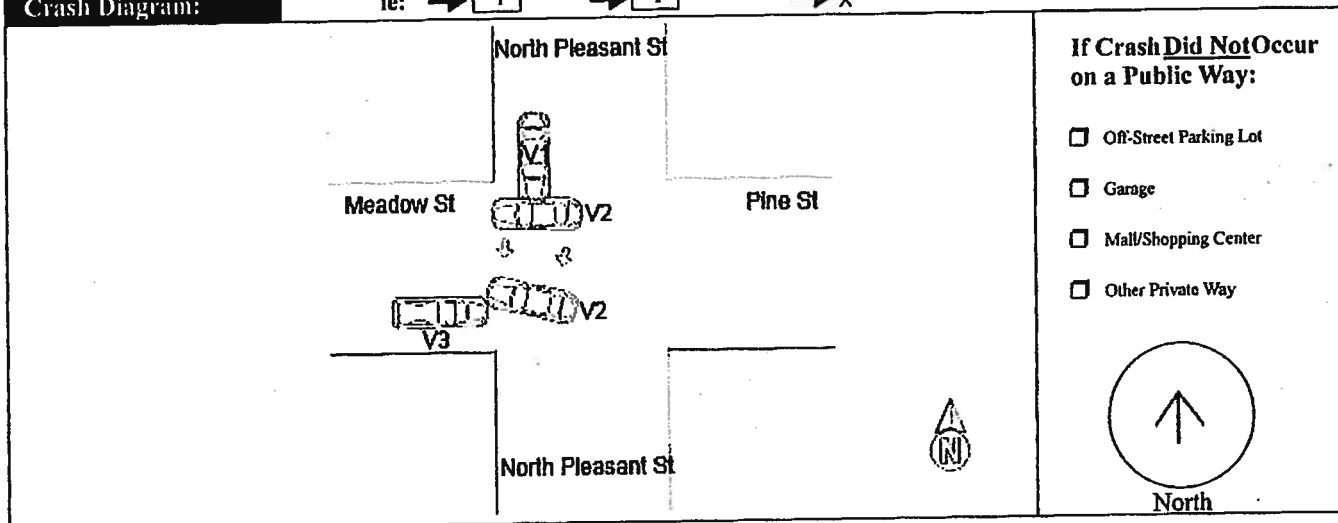
License # _____ St _____ DOB/Age _____
Sex _____ Lic. Class 18 18 Lic. Restrictions 1 19 CDL _____
Operator: Last _____ First _____ Middle _____
Address _____
City _____ State _____ Zip _____
Insurance Company _____
Vehicle Travel Direction: N S E W Responding to Emergency? _____
Citation # (If Issued) _____
Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____
Veh Year _____ Veh Make _____ Veh Config. 20
Owner Last _____ First _____ Middle _____
Address _____
City _____ State _____ Zip _____
Vehicle Action Prior to Crash 21
Event Sequence 22 22 22 22
Most Harmful Event 23
Driver Contributing Code 24 24
Underride/Override 25 Towed _____
Damaged Area Code: (Circle Up to Three)

0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transport Code	Medical Facility
Operator/Non-Motorist	See Above	-----	---	---								

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:



Crash Narrative:

V2 was operating EB on Pine St, crossing through the four-way intersection when V1 failed to stop/yield through the red light displayed for her travel lane (SB traffic) and crashed into V2. V2 in turn slid into V3, causing a minor crack in V3's front bumper. Damage to V1 front bumper, damage to V2's passenger side doors, damage to V3's front bumper. No airbag deployment, no injuries, no tows. Weather was raining fairly hard. Oper of V1 claimed she ran the red light and "t-boned" V2. V2 and V3 operators stated the same.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Dominick A Corsetti

Police Officer Name (Please Print)

Signature

104

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

08/15/2011

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police Report

Date of Crash 09/12/2011 Time of Crash 1431 City/Town Amherst
24HR

Number Vehicles 2 Number Injured 0 Speed Limit 35
Lat. _____ Lon. _____ State Police Local Police MBTA Police Other.

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

EAST PLEASANT ST

Route# Direction Name of Roadway/Street

At

STRONG ST

Route# Direction Name of Intersecting Roadway/Street

Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet N S E W of Mile Marker Exit Number

Feet N S E W of Route# Intersecting Roadway/Street

Feet N S E W of Landmark

Please Select One of the Following:

☒ Vehicle 12 #Occupants ☐ Hit/Run ☐ Moped

11-288-AC

License # S. DOB/Age

Reg # Reg Type Reg State

Sex Lic. Class 18 18 Lic. Restrictions 1 19 CDL Endorsement

Veh Year Veh Make Veh Config. 1 20

Operator Last First Middle

Owner Last First Middle

Address

Address

City State Zip

City State Zip

Insurance Company

Vehicle Action Prior to Crash 4 21 Damaged Area Code: (Circle Up to Three)

Vehicle Travel Direction: N S E X Responding to Emergency? 2

Event Sequence 1 22 22 22 22

Citation # (If Issued)

Most Harmful Event 1 23

Viol. 1: Ch/Sec/Sub Viol. 2: Ch/Sec/Sub

Driver Contributing Code 4 24 24

Viol. 3: Ch/Sec/Sub Viol. 4: Ch/Sec/Sub

Underride/Override 1 25 Towed 2

Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Trasp. Code	Medical Facility
--------------------------	---------	---------	-----	--------------	------------------	------------------	------------------	---------------	--------------	------------------	----------------	------------------

Operator	See Above	-----	---	---	1	4	4	0	0	5	1	
----------	-----------	-------	-----	-----	---	---	---	---	---	---	---	--

License # S. DOB/Age

Reg # Reg Type Reg State

Sex Lic. Class 18 18 Lic. Restrictions 1 19 CDL Endorsement

Veh Year Veh Make Veh Config. 4 20

Operator Last First Middle

Owner Last First Middle

Address

Address

City State Zip

City State Zip

Insurance Company

Vehicle Action Prior to Crash 1 21 Damaged Area Code: (Circle Up to Three)

Vehicle Travel Direction: N X E W Responding to Emergency? 2

Event Sequence 1 22 22 22 22

Citation # (If Issued)

Most Harmful Event 1 23

Viol. 1: Ch/Sec/Sub Viol. 2: Ch/Sec/Sub

Driver Contributing Code 1 24 24

Viol. 3: Ch/Sec/Sub Viol. 4: Ch/Sec/Sub

Underride/Override 1 25 Towed 2

Please fill out for operator/non-motorist and all occupants involved

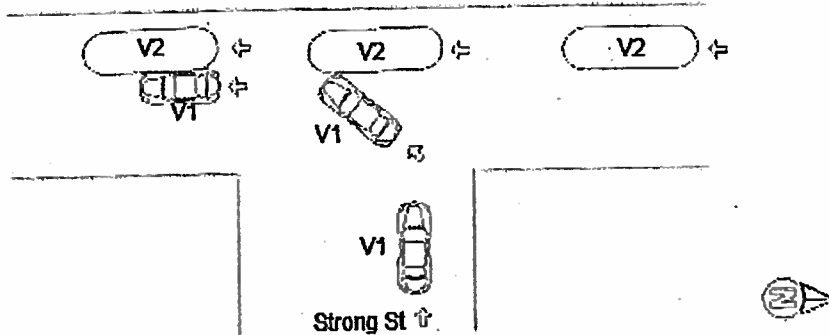
Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Trasp. Code	Medical Facility
--------------------------	---------	---------	-----	--------------	------------------	------------------	------------------	---------------	--------------	------------------	----------------	------------------

Operator/Non-Motorist	See Above	-----	---	---	1	4	4	0	0	5	1	
-----------------------	-----------	-------	-----	-----	---	---	---	---	---	---	---	--

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 X = Pedestrian
 ie: → 1 → 2 → X

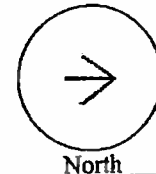
Crash Diagram:

East Pleasant St



If Crash Did Not Occur
on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V1 was stopped at the stop sign on Strong St when he made a left turn on to East Pleasant St and failed to use care in turning and struck V2 on the front QP of the bus. The vehicles then continued SB on East Pleasant st for approximately 30 ft causing damage to the passenger side of v1 and the drivers side of v2.

Both vehicles were drivable. citation issued to V1 operator for TBL A7S4 Failure to use care in turning.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Glenn M Jackson

Police Officer Name (Please Print)

Signature

59

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

09/18/2011

Date

Motor Vehicle Crash Police Report

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

**Please Select One
of the Following:**

☒ Vehicle 14 #Occupants ☐ Hit/Run ☐ Moped

11-293-AC

[illegible]

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:

E. Pleasant St.

POI = Point Of Impact

If Crash Did Not Occur on a Public Way:

☐ Off-Street Parking Lot

☐ Garage

☐ Mall/Shopping Center

☐ Other Private Way

North

Crash Narrative:

V1 traveling EB on Eastman Lane approaching intersection of East Pleasant Street. V2 traveling SB on East Pleasant Street approaching intersection of Eastman Lane. As V1 attempts to enter intersection while EB traffic signal is green, V2 travels SB through intersection while SB traffic signal is red. V1 front bumper then impacts V2 passenger's side rear wheel/quarter panel. Operator of V2 at fault: 89-9, Failure to stop/red light.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Douglas J Geary

Police Officer Name (Please Print)

Signature

64

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

09/15/2011

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash 09/23/2011
Time of Crash 1632
City/Town Amherst
24HRNumber
Vehicles 1Number
Injured 1Speed Limit 30
Lat. _____
Lon. _____State Police ☐
Local Police ☐
MBTA Police ☐
Other: _____

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

Route# Direction Name of Roadway/Street
At
Route# Direction Name of Intersecting Roadway/Street
Also at Intersection with
Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # 1177 NORTH PLEASANT ST
Name of Roadway/Street
Feet N S E W of _____ or _____
Exit Number
Feet N S E W of _____
Route# Intersecting Roadway/Street
Feet N S E W of _____
Landmark

Please Select One
of the Following:☒ Vehicle 1 #Occupants ☐ Hit/Run ☐ Moped

11-313-AC

License # _____ S. _____ DOB/Ag _____
Sex _____ Lic. Class 18 18 Lic. Restrictions 1 19 CDL _____
Endorsement _____
Operator _____
Last _____ First _____ Middle _____
Address _____
City _____ State _____ Zip _____
Insurance Company _____

Reg # _____ Reg Type _____ Reg State _____
Veh Year _____ Veh Make _____ Veh Config. 1 20
Owner _____
Last _____ First _____ Middle _____
Address _____
City _____ State _____ Zip _____

Vehicle Travel Direction: ☒ S ☒ E ☒ W Responding to Emergency? 2
Citation # (If Issued) _____
Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Vehicle Action Prior to Crash 1 21
Event Sequence 3 22 22 22 22
Most Harmful Event 3 23
Driver Contributing Code 1 24 24
Underride/Override 1 25 Towed 1
Damaged Area Code: (Circle Up to Three)
0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Ag	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator	See Above	-----	---	---	1	4	99	0	0	5	1	

Please Select One
of the Following:☐ Vehicle 2 #Occupants ☒ Non-Motorist A Type 1 14 Action 1 15 Location 4 16 Condition 1 17 ☐ Hit/Run ☐ Moped

License # _____ S. _____ DOB/Ag _____
Sex _____ Lic. Class 18 18 Lic. Restrictions 1 19 CDL _____
Endorsement _____
Operator _____
Last _____ First _____ Middle _____
Address _____
City _____ State _____ Zip _____
Insurance Company _____
Vehicle Travel Direction: ☒ N ☒ S ☒ W Responding to Emergency? 2
Citation # (If Issued) _____
Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____
Veh Year _____ Veh Make _____ Veh Config. 20
Owner _____
Last _____ First _____ Middle _____
Address _____
City _____ State _____ Zip _____
Vehicle Action Prior to Crash 21
Event Sequence 22 22 22 22
Most Harmful Event 23
Driver Contributing Code 24 24
Underride/Override 25 Towed _____
Damaged Area Code: (Circle Up to Three)
0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle)	Address	DOB/Ag	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator/Non-Motorist	See Above	-----	---	---						3	2	BAY STATE MEDICAL

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:

= (Pedestrian)

North Pleasant St

#1177 House of Teriyaki

Meadow St

Crosswalk

Pine St

North

If Crash Did Not Occur on a Public Way:

☐ Off-Street Parking Lot

☐ Garage

☐ Mall/Shopping Center

☐ Other Private Way

Crash Narrative:

V1, _____ operated by _____ was traveling North on North Pleasant St. Weather was heavy rain with low visibility. Heavy traffic at time of crash. V1 was in far right turn lane and slowed in traffic. Witness vehicle, _____, operated by _____, was in center right lane. Pedestrian, _____, crossed four lane street from west side of road to east. _____ was struck by _____. Collision caused _____ of V1. _____ stopped his vehicle and _____ on passenger side (east side) of V1.

Photo's taken of scene and V1. V1 was towed by AAA per request. Witness, _____, stated _____ ran into traffic. _____ did observe _____ apply brakes just prior to collision with _____

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Yvonne M Feliciano 102 Amherst Police Department 09/23/2011

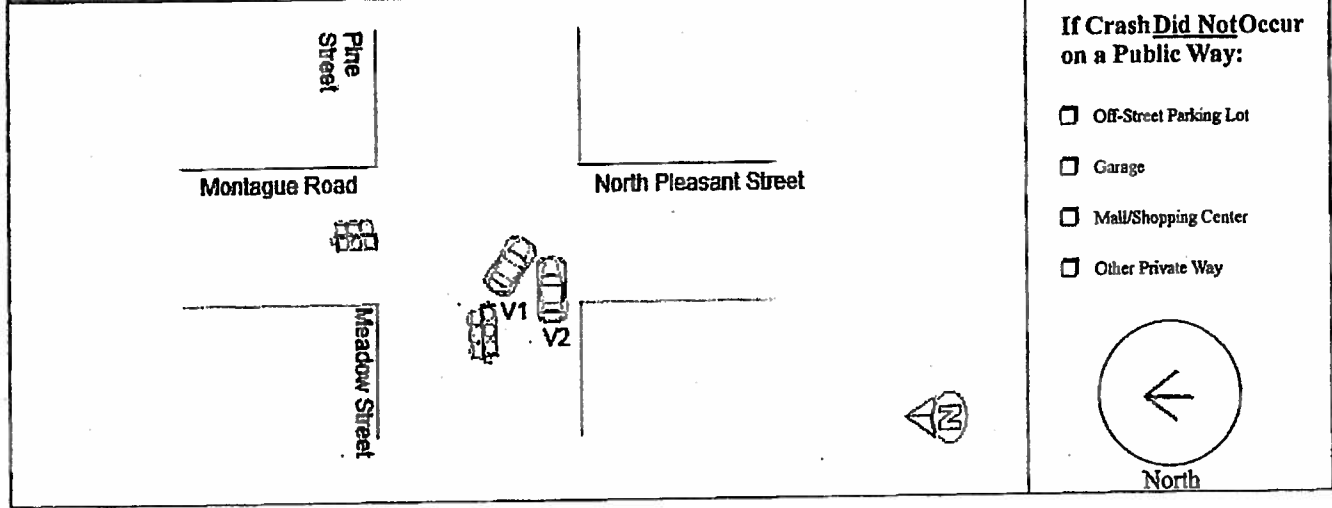
Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

Commonwealth of Massachusetts

Date of Crash	Time of Crash	City/Town	Motor Vehicle Crash Police Report		Number Vehicles	Number Injured	Speed Limit	State Police	Local Police	MBTA Police	Other															
09/27/2011	1853 24HR	Amherst			2	0	35	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															
AT INTERSECTION:			< LOCATION >		NOT AT INTERSECTION:																					
Route# Direction Name of Roadway/Street			Route# Direction Address # Name of Roadway/Street																							
At																										
Route# Direction Name of Intersecting Roadway/Street			Route# Direction Address # Name of Roadway/Street																							
Also at Intersection with																										
Route# Direction Name of Intersecting Roadway/Street			Route# Direction Address # Name of Roadway/Street																							
Please Select One of the Following:			<input checked="" type="checkbox"/> Vehicle 1 #Occupants		<input type="checkbox"/> Hit/Run		<input type="checkbox"/> Moped		11-318-AC																	
License #			DOB/Age		Reg #		Reg Type		Reg State																	
Sex			Lic. Class		Veh Yea		Veh Make		Veh Config.																	
Operator			Address		Owner		Address																			
City			State		City		State		Zip																	
Insurance Company			Vehicle Action Prior to Crash		Event Sequence		Most Harmful Event		Driver Contributing Code																	
Vehicle Travel Direction: N S X W			Responding to Emergency? 2		1 22 22 22 22		1 23		6 24 24																	
Citation # (If Issued)			Viol. 1: Ch/Sec/Sub		Viol. 2: Ch/Sec/Sub		Viol. 3: Ch/Sec/Sub		Viol. 4: Ch/Sec/Sub																	
Viol. 1: Ch/Sec/Sub			Viol. 2: Ch/Sec/Sub		Viol. 3: Ch/Sec/Sub		Viol. 4: Ch/Sec/Sub		Underride/Override																	
Viol. 3: Ch/Sec/Sub			Viol. 4: Ch/Sec/Sub		Underride/Override		Towed 2																			
Please fill out for operator and all occupants involved			Name (Last First Middle)		DOB/Age		Sex		25 Seat Pos.		27 Safety System		28 Airbag Status		29 Airbag Switch		30 Eject Code		31 Trap Code		32 Injury Status		33 Transport Code		Medical Facility	
Operator			See Above		-----		---		99		4		99		0		0		5		1					
Operator			See Above		-----		---		99		4		99		0		0		5		1					
Operator			See Above		-----		---		99		4		99		0		0		5		1					
Operator			See Above		-----		---		99		4		99		0		0		5		1					
Operator			See Above		-----		---		99		4		99		0		0		5		1					
Please Select One of the Following:			<input checked="" type="checkbox"/> Vehicle 2 #Occupants		<input type="checkbox"/> Non-Motorist A		Type		14 Action		15 Location		16 Condition		17		<input type="checkbox"/> Hit/Run		<input type="checkbox"/> Moped							
License #			DOB/Age		Reg #		Reg Type		Reg State																	
Sex			Lic. Class		Veh Yea		Veh Make		Veh Config.																	
Operator			Address		Owner		Address																			
City			State		City		State		Zip																	
Insurance Company			Vehicle Action Prior to Crash		Event Sequence		Most Harmful Event		Driver Contributing Code																	
Vehicle Travel Direction: N S X W			Responding to Emergency? 2		1 22 22 22 22		1 23		1 24 24																	
Citation # (If Issued)			Viol. 1: Ch/Sec/Sub		Viol. 2: Ch/Sec/Sub		Viol. 3: Ch/Sec/Sub		Viol. 4: Ch/Sec/Sub																	
Viol. 1: Ch/Sec/Sub			Viol. 2: Ch/Sec/Sub		Viol. 3: Ch/Sec/Sub		Viol. 4: Ch/Sec/Sub		Underride/Override																	
Viol. 3: Ch/Sec/Sub			Viol. 4: Ch/Sec/Sub		Underride/Override		Towed 2																			
Please fill out for operator/non-motorist and all occupants involved			Name (Last First Middle)		DOB/Age		Sex		25 Seat Pos.		27 Safety System		28 Airbag Status		29 Airbag Switch		30 Eject Code		31 Trap Code		32 Injury Status		33 Transport Code		Medical Facility	
Operator/Non-Motorist			See Above		-----		---		99		4		99		0		0		5		1					
Operator/Non-Motorist			See Above		-----		---		99		4		99		0		0		5		1					
Operator/Non-Motorist			See Above		-----		---		99		4		99		0		0		5		1					
Operator/Non-Motorist			See Above		-----		---		99		4		99		0		0		5		1					
Operator/Non-Motorist			See Above		-----		---		99		4		99		0		0		5		1					

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 X = Pedestrian
 ie: → 1 → 2 → X

Crash Diagram:



Crash Narrative:

Both vehicles were on eastbound on Meadow Street, V1 was directly in front of V2. V1 signaled a left turn and entered the intersection. V2 went to pass V1 on the right when V1 made a sudden right turn to go onto North Pleasant Street, striking V2. The front passenger side of V1 struck the front driver side of V2. Operators both stated no injury.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Jessica L Damon 121 Amherst Police Department 09/27/2011
 Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

Commonwealth of Massachusetts

Date of Crash 10/23/2011 Time of Crash 1305 City/Town Amherst

Motor Vehicle Crash
Police Report

Number Vehicles 1 Number Injured 2 Speed Limit 25 State Police Local Police MBTA Police Other

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

1 Route# Direction Name of Roadway/Street
At
Route# Direction Name of Intersecting Roadway/Street
Also at Intersection with
2 Route# Direction Name of Intersecting Roadway/Street

20 BRIDGE ST
Route# Direction Address # Name of Roadway/Street
Feet N S E W of or Mile Marker Exit Number
Feet N S E W of Route# Intersecting Roadway/Street
Feet N S E W of
Landmark

3 Please Select One of the Following: ☒ Vehicle 12 #Occupants ☐ Hit/Run ☐ Moped

11-352-AC

4 License # St DOB/Age
Sex Lic. Class 18 18 Lic. Restrictions 19 CDL Endorsement

Reg # Reg Type Reg State
Veh Yea Veh Make Veh Config. 1 20

3 Operator Address

Owner Address

City State Zip

City State Zip

Insurance Company

Vehicle Action Prior to Crash 1 21 Damaged Area Code: (Circle Up to Three)

5 Vehicle Travel Direction: ☒ S ☐ E ☐ W Responding to Emergency? 2

Event Sequence 40 22 21 22 22 22 2

Citation # (If Issued)

Most Harmful Event 21 23

Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /

Driver Contributing Code 19 24 2 24

6 Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /

Underride/Override 1 25 Towed 1

Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Tensup. Code Medical Facility

Operator See Above

7 Please Select One of the Following: ☐ Vehicle 2 #Occupants ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

8 License # St DOB/Age
Sex Lic. Class 18 18 Lic. Restrictions 19 CDL Endorsement

Reg # Reg Type Reg State
Veh Year Veh Make Veh Config. 20

Operator Address

Owner Address

City State Zip

City State Zip

Insurance Company

Vehicle Action Prior to Crash 21 Damaged Area Code: (Circle Up to Three)

Vehicle Travel Direction: ☐ N ☐ S ☐ E ☐ W Responding to Emergency?

Event Sequence 22 22 22 22 2

Citation # (If Issued)

Most Harmful Event 23

Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /

Driver Contributing Code 24 24

Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /

Underride/Override 25 Towed

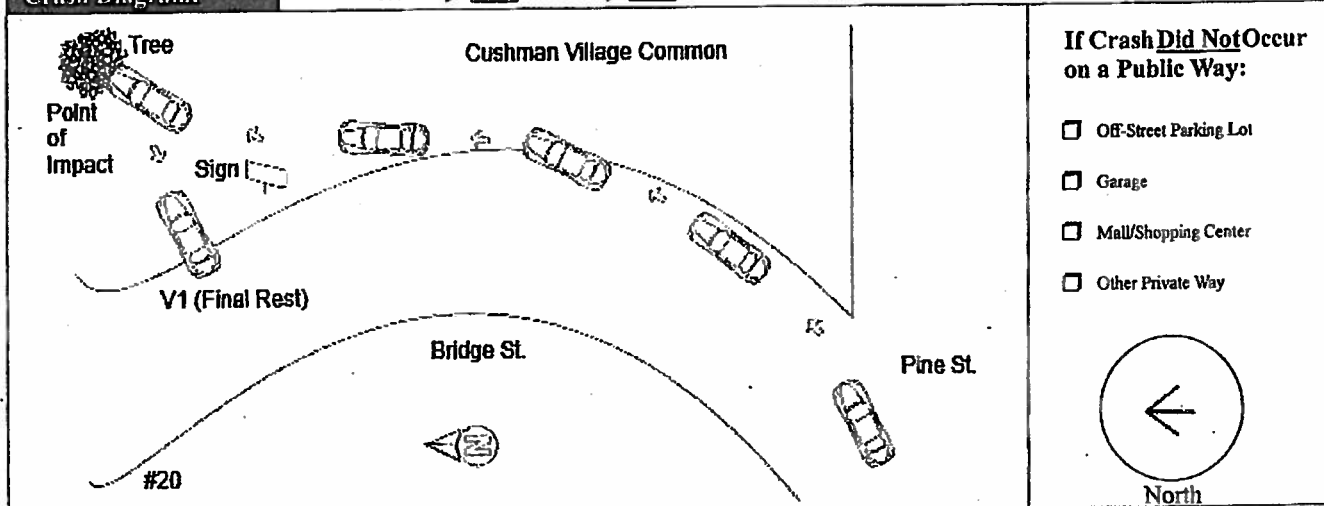
Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Tensup. Code Medical Facility

Operator/Non-Motorist See Above

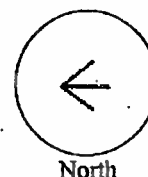
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 O = Pedestrian
 ie: → 1 → 2 →

Crash Diagram:



If Crash Did Not Occur
on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V1 traveling EB on Pine St. approaching the intersection of Bridge Street. As V1 approaches curve in the roadway, operator of V1 is unable to stay in marked travel lane due to speed. V1 leaves roadway on EB side of Bridge Street. Operator of V1 makes abrupt move to avoid road sign and then impacts tree. Operator of V1 admitted to driving faster than the posted speed limit (25mph).

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Douglas J Geary

64

Amherst Police Department 10/24/2011

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
11/07/2011Time of Crash
0423
24HRCity/Town
AmherstNumber
Vehicles
2Number
Injured
0Speed Limit _____
Lat. _____
Lon. _____State Police ☐
Local Police ☐
MBTA Police ☐
Other: _____

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

Route# Direction Name of Roadway/Street

At

Route# Direction Name of Intersecting Roadway/Street

Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet N S E W of _____ or _____
Mile Marker Exit NumberFeet N S E W of _____
Route# Intersecting Roadway/Street

Landmark

Please Select One
of the Following:☒ Vehicle 12 #Occupants☐ Hit/Run☐ Moped

11-371-AC

License # _____ St _____ DOB/Ag _____

Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL _____
Endorsement _____Operator _____
Last First Middle

Address _____

City _____ State _____ Zi _____

Insurance Company _____

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

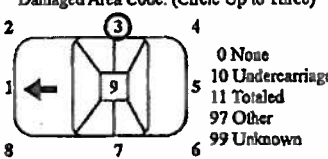
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20Owner _____
Last First Middle

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 4 21 Damaged Area Code: (Circle Up to Three)Event Sequence 1 22 22 22 22 2Most Harmful Event 1 23Driver Contributing Code 6 24 24Underride/Overide 1 25 Towed 2

Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Ag Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transp. Code Medical Facility

Operator

See Above

Please Select One
of the Following:☒ Vehicle 21 #Occupants☐ Non-Motorist A

Type

Action

Location

Condition

☐ Hit/Run☐ Moped

License # _____ St _____ DOB/Ag _____

Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL _____
Endorsement _____Operator _____
Last First Middle

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: N S E W Responding to Emergency? 99

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

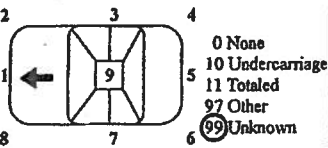
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Yea _____ Veh Mak _____ Veh Config. 1 20Owner _____
Last First Middle

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 1 21 Damaged Area Code: (Circle Up to Three)Event Sequence 1 22 22 22 22 2Most Harmful Event 1 23Driver Contributing Code 19 24 24Underride/Overide 1 25 Towed 2

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Ag Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transp. Code Medical Facility

Operator/Non-Motorist

See Above

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian

ie: → 1 → 2 → ○

Crash Diagram:

If Crash Did Not Occur on a Public Way:

☐ Off-Street Parking Lot

☐ Garage

☐ Mall/Shopping Center

☐ Other Private Way

North

Crash Narrative:

1. Vehicle 1 was executing a left turn from Sunderland Road onto Pine Street. Vehicle 2 was traveling NB on North Pleasant Street and continued straight towards the intersection. As Vehicle 1 was turning, Vehicle 2 struck the passenger side rear door of Vehicle 1. The collision caused damage to the rear passenger door of Vehicle 1.

2. Vehicle 2 was not present upon officer's arrival. The operator of vehicle 1 advised that he exchanged his information with the operator of Vehicle 2 and Vehicle 2 left the scene shortly after. Officers did get the opportunity to observe any damage on Vehicle 2.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Rudis R Rodriguez 120 Amherst Police Department 11/07/2011

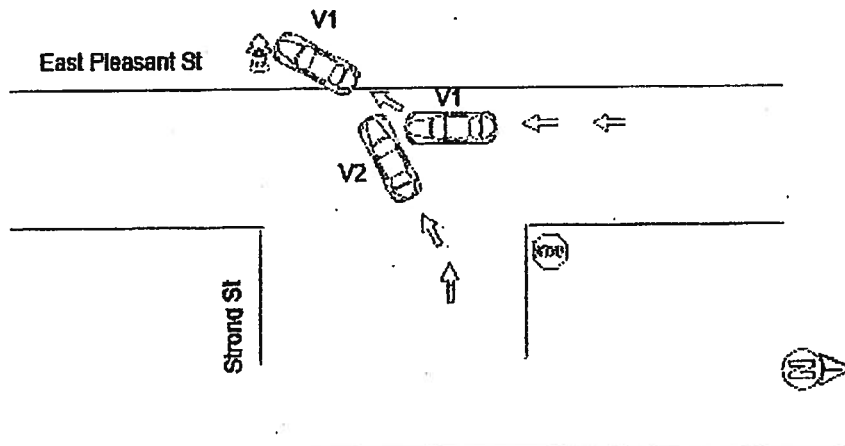
Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

Commonwealth of Massachusetts									
Date of Crash 11/16/2011	Time of Crash 1619 24HR	City/Town Amherst	Motor Vehicle Crash Police Report			Number Vehicles 2	Number Injured 0	Speed Limit Lat. Lon.	State Police Local Police MBTA Police Other.
AT INTERSECTION:			< LOCATION >		NOT AT INTERSECTION:				
Route# Direction Name of Roadway/Street At			Route# Direction Address # 277 EAST PLEASANT ST Name of Roadway/Street						
Route# Direction Name of Intersecting Roadway/Street Also at Intersection with			Feet N S E W of Mile Marker Exit Number						
Route# Direction Name of Intersecting Roadway/Street			Feet N S E W of Route# Intersecting Roadway/Street						
Please Select One of the Following: <input checked="" type="checkbox"/> Vehicle 12 #Occupants <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped			11-378-AC						
License # St DOB/Age Sex Lic. Class 18 18 Lic. Restrictions 1 19 CDL Endorsement			Reg # Reg Type Reg State Veh Year Veh Make Veh Config. 1 20						
Operator Last First Middle Address City State Zip			Owner Last First Middle Address City State Zip						
Insurance Company			Vehicle Action Prior to Crash 1 21 Damaged Area Code: (Circle Up to Three)						
Vehicle Travel Direction: N X E W Responding to Emergency? 2			Event Sequence 1 22 22 22 22 2						
Citation # (If Issued)			Most Harmful Event 1 23						
Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /			Driver Contributing Code 1 24 24						
Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /			Underride/Override 1 25 Towed 1						
Please fill out for operator and all occupants involved									
Name (Last First Middle) Address			DOB/Age Sex Seat Pos. 26 Safety System 27 Airbag Status 28 Airbag Switch 29 Eject Code 30 Trap Code 31 Injury Status 32 Transp. Code 33 Medical Facility						
Operator See Above			----- 1 4 99 0 0 5 1						
Please Select One of the Following: <input checked="" type="checkbox"/> Vehicle 21 #Occupants <input type="checkbox"/> Non-Motorist A Type 14 Action 15 Location 16 Condition 17 <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped									
License # St DOB/Age Sex Lic. Class 18 18 Lic. Restrictions 1 19 CDL Endorsement			Reg # Reg Type Reg State Veh Year Veh Make Veh Config. 1 20						
Operator Last First Middle Address City State Zip			Owner Last First Middle Address City State Zip						
Insurance Company			Vehicle Action Prior to Crash 4 21 Damaged Area Code: (Circle Up to Three)						
Vehicle Travel Direction: N S E X Responding to Emergency? 2			Event Sequence 1 22 22 22 22 2						
Citation # (If Issued)			Most Harmful Event 1 23						
Viol. 1: Ch/Sec/Sub - Viol. 2: Ch/Sec/Sub /			Driver Contributing Code 4 24 24						
Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /			Underride/Override 1 25 Towed 2						
Please fill out for operator/non-motorist and all occupants involved									
Name (Last First Middle) Address			DOB/Age Sex Seat Pos. 26 Safety System 27 Airbag Status 28 Airbag Switch 29 Eject Code 30 Trap Code 31 Injury Status 32 Transp. Code 33 Medical Facility						
Operator/Non-Motorist See Above			----- 1 4 99 0 0 5 1						

DATE: 22 APR 64 04 00Z

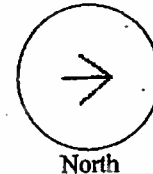
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V1, _____, operated by _____, was traveling South on East Pleasant St. V2, _____, operated by _____ was taking a left from Strong St, North onto East Pleasant St. V2 pulled out in front of oncoming V1. V1 collided with passenger side door of V1. V2 was pushed onto the far right hand side of the road and into a fire hydrant causing the fire hydrant to let large amounts of water. Front and driver side damage caused to V1. Passenger side damage caused to V2. _____ was cited for failure to use care in starting. V1 was towed by AAA/Ernie's Towing. DPW called to shut water off to hydrant. Large amounts of water, approximately a foot, had flowed to residence which were lower elevation on the north bound lane side of the road. Unknown if any water damage to homes. No injuries were reported.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property
TOWN OF AMHERST DPW	S PLEASANT ST AMHERST MA 01002		3	FIRE HYDRANT

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Yvonne M Feliciano

Police Officer Name (Please Print)

Signature

102

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

11/16/2011

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
12/09/2011Time of Crash
1609
24HRCity/Town
AmherstNumber
Vehicles
2Number
Injured
0Speed Limit
Lat.
Lon.State Police ☐
Local Police ☐
MBTA Police ☐
Other ☐

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

Route# Direction Name of Roadway/Street
At
Route# Direction Name of Intersecting Roadway/Street
Also at Intersection with
Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street
590 EAST PLEASANT ST
Feet N S E W of or Exit Number
Feet N S E W of Route# Intersecting Roadway/Street
Feet N S E W of Landmark

Please Select One
of the Following:☒ Vehicle 1 Occupants ☐ Hit/Run ☐ Moped

11-405-AC

License # St. DOB/Age
Sex. Lic. Class 18 18 Lic. Restrictions 19 CDL Endorsement

Reg # Reg Type Reg State

Veh Year Veh Make Veh Config 1 20

Operator Last First Middle

Owner Last First Middle

Address

Address

City State Zip

City State Zip

Insurance Company

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Vehicle Action Prior to Crash 1 21 Damaged Area Code: (Circle Up to Three)

Citation # (If Issued)

Event Sequence 1 22 22 22 22 2

Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /

Most Harmful Event 1 23

Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /

Driver Contributing Code 1 24 24

Underride/Override 1 25 Towed 2

Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Belt 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Truncap Code Medical Facility

Operator See Above

Please Select One
of the Following:☒ Vehicle 2 Occupants ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

License # St. DOB/Age
Sex. Lic. Class 18 18 Lic. Restrictions 19 CDL Endorsement

Reg # Reg Type Reg State

Veh Year Veh Make Veh Config 1 20

Operator Last First Middle

Owner Last First Middle

Address

Address

City State Zip

City State Zip

Insurance Company

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Vehicle Action Prior to Crash 4 21 Damaged Area Code: (Circle Up to Three)

Citation # (If Issued)

Event Sequence 1 22 22 22 22 2

Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub /

Most Harmful Event 1 23

Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub /

Driver Contributing Code 19 24 24

Underride/Override 1 25 Towed 2

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Belt 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trap Code 32 Injury Status 33 Truncap Code Medical Facility

Operator/Non-Motorist See Above

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian

Crash Diagram:

ie: → 1 → 2 → ○

Eastman Ln

East Pleasant St

V1

V2

North

If Crash Did Not Occur on a Public Way:

☐ Off-Street Parking Lot

☐ Garage

☐ Mall/Shopping Center

☐ Other Private Way

Crash Narrative:

On Friday December 9th 2011 at 1609hrs V1, Reg _____, operated by _____, was traveling south on East Pleasant St. V2, Reg _____, operated by _____, was taking a left onto Eastman Ln and collided with the front driver side of V1. There were no reported injuries. V1 sustained damage (dent, scrapes) to front driver side bumper and grille area. V2 sustained damage to front end of vehicle (hood, bumper area). Both vehicles drove away from the scene. Operator of V2, _____, was issued MV citation for TBL A7:S4 (Failure to use care in Turning).

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate

Cargo Body Type Code Gross Vehicle Weight

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length

Hazmat Information:

Placard Material 1 digit # Material Name _____ Material 4 digit # _____ Release code

Patrol Officer Yvonne M Feliciano
Police Officer Name (Please Print)

Signature

102
ID/Badge #

Amherst Police Department
Department

Precinct/Barracks

12/09/2011
Date

Commonwealth of Massachusetts

Date of Crash 12/30/2011 Time of Crash 1845 City/Town Amherst

Motor Vehicle Crash
Police Report

Number Vehicles 1

Number Injured 0

Speed Limit _____
Lat. _____
Lon. _____

State Police ☐
Local Police ☐
MBTA Police ☐
Other: _____

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

1 4 Route# Direction Name of Roadway/Street
At
Route# Direction Name of Intersecting Roadway/Street
Also at Intersection with
2 1 Route# Direction Name of Intersecting Roadway/Street

2 9 2 10 1 11
Route# Direction Address # Name of Roadway/Street
406 PINE ST
Feet N S E W of _____ or _____
Mile Marker Exit Number
Feet N S E W of _____
Route# Intersecting Roadway/Street
Feet N S E W of _____
Landmark

3 Please Select One of the Following: ☒ Vehicle 1 #Occupants ☐ Hit/Run ☐ Moped

11-424-AC

4 2 License # _____ St. _____ DOB/Age _____
Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL Endorsement
Operator _____
Address _____
City _____ State _____ Zip _____
Insurance Company _____
5 1 Vehicle Travel Direction: ☒ S ☒ E ☒ W Responding to Emergency? 2
Citation # (If Issued) _____
Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____
6 1 Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State 1
Veh Year _____ Veh Make _____ Veh Config. 1 20
Owner _____
Address _____
City _____ State _____ Zip _____
Vehicle Action Prior to Crash 3 21
Event Sequence 24 22 22 22 22
Most Harmful Event 24 23
Driver Contributing Code 19 24 12 24
Underride/Override 1 25 Towed 1
Damaged Area Code: (Circle Up to Three)
0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator	See Above	-----	---	---	1	4	4	0	0	5	1	

7 3 Please Select One of the Following: ☐ Vehicle 2 #Occupants ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

8 1 License # _____ St. _____ DOB/Age _____
Sex _____ Lic. Class D 18 18 Lic. Restrictions 19 CDL Endorsement
Operator _____
Address _____
City _____ State _____ Zip _____
Insurance Company _____
Vehicle Travel Direction: ☒ N ☒ S ☒ E ☒ W Responding to Emergency? _____
Citation # (If Issued) _____
Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

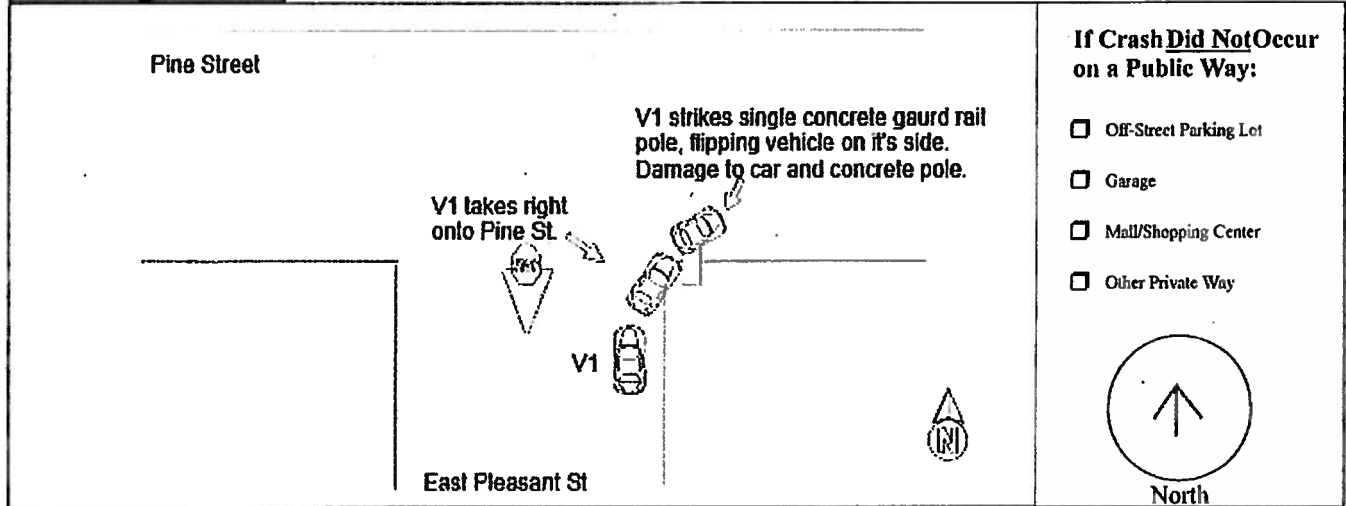
Reg # _____ Reg Type _____ Reg State _____
Veh Year _____ Veh Make _____ Veh Config. 20
Owner _____
Address _____
City _____ State _____ Zip _____
Vehicle Action Prior to Crash 21
Event Sequence 22 22 22 22
Most Harmful Event 23
Driver Contributing Code 24 24
Underride/Override 25 Towed _____
Damaged Area Code: (Circle Up to Three)
0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator/Non-Motorist	See Above	-----	---	---								

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 O = Pedestrian
 ie: → 1 → 2 → O

Crash Diagram:



Crash Narrative:

V1, stopped at stop sign at end of East Pleasant St, takes right onto Pine Street and strikes single concrete pole located on shoulder of road. V1 hits concrete pole and is flipped onto it's side (driver side). Opreator is not hurt. V1 suffers heavy damage to entire passenger side, front passenger side quarter panel, hood and head light. V1 also suffers heavy damage down entire driver side. Concrete gaurd rail pole is also damaged.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property
TOWN OF AMHERST	BOLTHOOD AVE AMHERST MA 01002		3	SINGLE CONCRETE GUARDRAIL POLE

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Scott C Thurston 95 Amherst Police Department 12/30/2011

Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

Commonwealth of Massachusetts

Date of Crash 12/31/2011	Time of Crash 1210 24HR	City/Town Amherst	Motor Vehicle Crash Police Report		Number Vehicles 2	Number Injured 1	Speed Limit Lat. _____ Lon. _____	State Police <input type="checkbox"/> Local Police <input type="checkbox"/> MBTA Police <input type="checkbox"/> Other: _____
-----------------------------	-------------------------------	----------------------	--------------------------------------	--	----------------------	---------------------	---	--

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

1	Route#	Direction	Name of Roadway/Street	Route#	Direction	Address #	Name of Roadway/Street
	At			474 PINE ST			
	Route#			Direction			
2	Name of Intersecting Roadway/Street			Feet N S E W of _____ or _____			
	Also at Intersection with			Mile Marker			
	Route#			Direction			
3	Name of Intersecting Roadway/Street			Feet N S E W of _____			
	Route#			Direction			
	Name of Intersecting Roadway/Street			Feet N S E W of _____			
				Landmark			

2	Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle 1 Occupants	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped	11-425-AC
---	-------------------------------------	---	----------------------------------	--------------------------------	-----------

4	License #	St	DOB/Age	Reg #	Reg Type	Reg State	
	Sex	Lic. Class	Lic. Restrictions	CDL Endorsement	Veh Year	Veh Make	
	Operator	Last	First	Middle	Owner	Last	First
5	Address			Address			
	City			City			
	State			State			
6	Insurance Company			Vehicle Action Prior to Crash			
	Vehicle Travel Direction: N S E W			Responding to Emergency? 2			
	Citation # (If Issued)			Event Sequence			
7	Viol. 1: Ch/Sec/Sub			Viol. 2: Ch/Sec/Sub			
	Viol. 3: Ch/Sec/Sub			Viol. 4: Ch/Sec/Sub			
	Under/Override			Towed			

Please fill out for operator and all occupants involved		DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator	See Above	---	---	---	99	1	99	0	0	3	1	

7	Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle 2 Occupants	<input type="checkbox"/> Non-Motorist A	Type	Action	Location	Condition	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped
---	-------------------------------------	---	---	------	--------	----------	-----------	----------------------------------	--------------------------------

8	License #	St	DOB/Age	Reg #	Reg Type	Reg State	
	Sex	Lic. Class	Lic. Restrictions	CDL Endorsement	Veh Year	Veh Make	
	Operator	Last	First	Middle	Owner	Last	First
9	Address			Address			
	City			City			
	State			State			
10	Insurance Company			Vehicle Action Prior to Crash			
	Vehicle Travel Direction: N S E W			Responding to Emergency? 2			
	Citation # (If Issued)			Event Sequence			
11	Viol. 1: Ch/Sec/Sub			Viol. 2: Ch/Sec/Sub			
	Viol. 3: Ch/Sec/Sub			Viol. 4: Ch/Sec/Sub			
	Under/Override			Towed			

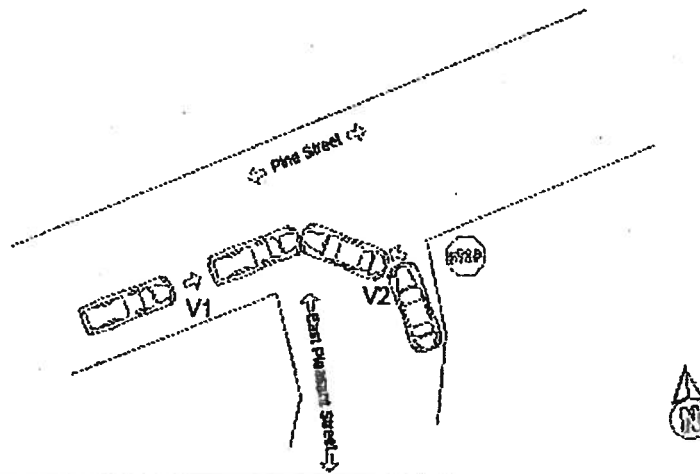
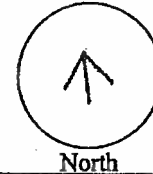
Please fill out for operator/non-motorist and all occupants involved		DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator/Non-Motorist	See Above	---	---	---	99	4	99	0	0	5	1	

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:

If Crash Did Not Occur
on a Public Way:

- ☐ Off-Street Parking Lot
☐ Garage
☐ Mall/Shopping Center
☐ Other Private Way



Crash Narrative:

V1 _____ operated by _____ was traveling EB on Pine Street. V2 _____ operated by _____ was stopped at the intersection of Pine/East Pleasant Street. _____ was waiting at the stop sign to turn left onto Pine Street. _____ stated he did not see V1 and proceeded to turn left, colliding with _____.

V1 was towed by AT; V2 was towed by ET. _____ was issued MA citation M8702809 for ch90/s18 (A7:S4 fail to use care in turning).

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35
 Address _____ City _____ St _____ Zip _____
 US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36
 Cargo Body Type Code 37 Gross Vehicle Weight 38
 Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

P placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Johanlet Medrano

119

Amherst Police Department

12/31/2011

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

For Date: 01/08/2012 - Sunday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
12-438	1730	911 - M V Crash P D	Accident Report	1	
Call Taker:		991 - Cicia, Joshua			
Location/Address:		[AMH 5403] PINE/NORTH PLEASANT - 1191 NORTH PLEASANT ST			
Party Entered By:		01/08/2012 1731 1010 - Everett, Stephanie			
Calling Party:		PASSING MOTORIST			
Party Entered By:		01/08/2012 1732 1010 - Everett, Stephanie			
Calling Party:		PASSING MOTORIST			
Party Entered By:		01/08/2012 1741 1010 - Everett, Stephanie			
Modified By:		02/22/2013 0822 426 - Jolie, Joy Ann			
Involved Party:					
Post:		SSN: DOB: Race: Sex: 312 Thurston, Scott			
Post:		Disp-17:30:47 Arvd-17:34:34 Clrd-17:58:29			
Vehicle Entered By:		322 Feliciano, Felipe			
Modified By:		Disp-17:35:05 Arvd-17:39:56 Clrd-17:58:27			
Vehicle:		01/08/2012 1738 1010 - Everett, Stephanie			
Towed:		01/08/2012 1741 991 - Cicia, Joshua			
Operator:		For: MOTOR VEHICLE CRASH BY: ERNIE'S TOWING (AAA) To: ERNIE'S TOWING			
Owner:		SSN: DOB: Race: Sex: 312 Thurston, Scott			
Vehicle Entered By:		01/08/2012 1739 991 - Cicia, Joshua			
Modified By:		01/08/2012 1741 991 - Cicia, Joshua			
Vehicle:					
Towed:		For: MOTOR VEHICLE CRASH BY: ERNIE'S TOWING (AAA) To: ERNIE'S TOWING			
Operator:					
Owner:		SSN: DOB: Race: Sex: 312 Thurston, Scott			
Narrative:		01/08/2012 1731 Cicia, Joshua			
Modified By:		01/08/2012 1746 Cicia, Joshua			
		RP reports MVC at location no injuries. Ernies called for both vehicles.			
Narrative:		01/08/2012 1946 Feliciano, Felipe			
		Assisted with traffic.			
		OK ID 101			
Narrative:		01/08/2012 2014 Thurston, Scott			
Narrative:		01/08/2012 2257 Johnson, Brian			
		report reviewed. Ok #74			

For Date: 01/16/2012 - Monday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
12-869	2150	Initiated - M V Crash P D	Services Rendered	1	
Call Taker: 998 - Del Pozzo, Scott					
Location/Address: [AMH 5403] PINE/NORTH PLEASANT - 1191 NORTH PLEASANT ST					
Initiated By: 311 - Newcomb, Linda					
Post: 311 Newcomb, Linda					
Arvd-21:50:00 Clrd-22:12:06					
Vehicle Entered By: 01/16/2012 2156 991 - Cicia, Joshua					
Modified By: 01/16/2012 2157 991 - Cicia, Joshua					
Vehicle:					
Operator:					
SSN: DOB: Sex:					
Owner:					
Vehicle Entered By: 01/16/2012 2212 998 - Del Pozzo, Scott					
Modified By: 01/16/2012 2214 998 - Del Pozzo, Scott					
Vehicle:					
Operator:					
SSN: DOB: Race: Sex:					
Owner:					
Narrative: 01/16/2012 2151 Del Pozzo, Scott					
Modified By: 01/16/2012 2214 Del Pozzo, Scott					
ID#47 out with a MVC near listed location.					
Narrative: 01/16/2012 2224 Arocho, Jesus					
ok82					
Narrative: 01/16/2012 2341 Newcomb, Linda					
had been WB on Pine St stopped at red					
lens/intersection with N. Pleasant St. Vehicle was rear					
ended by ...					
V2 oper stated he could not stop due to the					
snow, and slid into V1. No damage V1. V1 driven by					
. Front end damage to V2, but no tow needed.					
The roadway was covered with 1" of freshly fallen snow, and					
it was currently snowing at time of this accident. Roads					
were slick.					

For Date: 01/30/2012 - Monday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
12-1738	1212	Radio - M V Crash P D	Services Rendered	1	
Call Taker: 1007 - Houston, Scott					
Location/Address: EAST PLEASANT/PINE - 406 PINE ST					
Party Entered By: 01/30/2012 1230 1007 - Houston, Scott					
Calling Party: ID47 @ 111 MAIN ST - AMHERST, MA 01002					
Post: 222 Damouras, James					
Disp-12:12:29 Arvd-12:20:16 Clrd-12:30:40					
Arrived By: 977 - Curtin, Michael					
Post: 20WD4 Newcomb, Linda					
Disp-12:13:08 Arvd-12:13:09 Clrd-12:31:09					
Chandler, Nicholas					
Vehicle Entered By: 01/30/2012 1213 1007 - Houston, Scott					
Modified By: 01/30/2012 1217 1007 - Houston, Scott					
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By: 01/30/2012 1213 1007 - Houston, Scott					
Modified By: 01/30/2012 1216 1007 - Houston, Scott					
Vehicle:					
Operator:					
Owner:					
Narrative: 01/30/2012 1213 Houston, Scott					
id47 on OWD and out with minor crash					
Narrative: 01/30/2012 1239 Daly, Brian					
Ok					
Narrative: 01/30/2012 1241 Damouras, James					
Ofc. Newcomb explained what transpired before my arrival.					
V1, ford PU, did stop at stop sign at E. Pleasant st, but					
failed to use care in starting. V1's oper. failed to see					
oncoming west bound V2, which was on Pine turning onto East					
Pleasant. V1's front bumper scraped v2's drivers side					
quarter.					

For Date: 08/16/2012 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
12-14693	1533	Phone - M V Crash P D	Services Rendered	1	
Call Taker: 1010 - Everett, Stephanie					
Vicinity of: PINE/EAST PLEASANT - 406 PINE ST					
Party Entered By: 08/16/2012 1547 1010 - Everett, Stephanie					
Calling Party: ID 114 @ 111 MAIN ST - AMHERST, MA 01002					
Party Entered By: 08/16/2012 1551 1010 - Everett, Stephanie					
Involved Party:					
Party Entered By:					
Involved Party:					
Post: B12 Feliciano, Yvonne					
Disp-15:33:49 Arvd-15:37:27 Clrd-16:02:41					
Vehicle Entered By: 08/16/2012 1548 1010 - Everett, Stephanie					
Modified By: 08/16/2012 1550 1010 - Everett, Stephanie					
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By: 08/16/2012 1549 1010 - Everett, Stephanie					
Modified By: 08/16/2012 1550 1010 - Everett, Stephanie					
Vehicle:					
Operator:					
Owner:					
Narrative: 08/16/2012 1536 Everett, Stephanie					
ID 114 reporting signal 8 in listed area.					
Narrative: 08/16/2012 1600 Feliciano, Yvonne					
.. operated by was pulling out into					
intersection at Pine and E. Pleasant St. V1 stopped while					
pulling out into intersection. operated by					
was traveling behind V1. V2 collided with rear					
bumper of V2. Neither Veh sustained any visible damage.					
were given exchange form and advised to contact their					
insurance companies. Extremely minor crash. #102.					

For Date: 10/30/2012 - Tuesday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
12-20661	2009	911 - M V Crash P D	Services Rendered	1	
Call Taker: 1000 - Rushford, Jason					
Location/Address: [AMH 2957] NORTH PLEASANT/PINE - 1191 NORTH PLEASANT ST					
Party Entered By: 10/30/2012 2045 1000 - Rushford, Jason					
Calling Party:					
Post: C11 Damouras, James					
Disp-20:10:27 Arvd-20:18:21 Clrd-20:22:13					
Post: D12 Carr, Benton					
Disp-20:10:31 Arvd-20:18:22 Clrd-20:22:14					
Vehicle Entered By: 10/30/2012 2019 998 - Del Pozzo, Scott					
Modified By: 10/30/2012 2027 1000 - Rushford, Jason					
Vehicle:					
Operator:					
Owner:					
Narrative: 10/30/2012 2013 Rushford, Jason					
Modified By: 10/30/2012 2015 Rushford, Jason					
911 Cell caller reporting he was involved in an MVC, couldn't tell me where he was, didn't answer questions and told us to nevermind and hung up on us.					
Upon call back RP report being rear-ended at a traffic light by a female operating a green ford taurus, female then fled the area possible towards Rte 116.					
Narrative: 10/30/2012 2022 Damouras, James					
oper. of second vehicle fled scene. No real damage to vehicle other than scratches to rear bumper.#61					
Narrative: 10/30/2012 2049 Carr, Benton					
Assisted ID 61. Ok, ID123.					

69

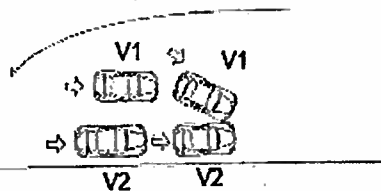
Motor Vehicle Crash Police Report

410361 CRA-65 REV 1.0 0971 0003174

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 X = Pedestrian

Crash Diagram:

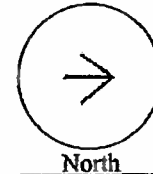
North Pleasant Street



House of Teriyaki

If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V2, _____, operated by _____, was traveling northbound on North Pleasant Street behind V1, _____, operated by _____. Where the roadway widens to three lanes of travel, _____ positioned his vehicle in the center of the travel lane. V2, intending to turn right at the lights onto Pine Street, positioned his vehicle in the farthest lane to the right. V1 made a right turn to go into the House of Teriyaki parking lot, striking V2. V1 sustained damage to the passenger side front of the vehicle. V2 sustained damage to the driver side front of the vehicle. No injuries. _____ was issued citation _____ for TBL A784 Failure to use care in turning. After being issued the citation, _____ continued pointing to the center of the widened roadway, indicating his position in the roadway.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Jessica L. Damon

121

Amherst Police Department

04/17/2012

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Date of Crash 04/27/2012	Time of Crash 1800 24HR	City/Town Amherst	Motor Vehicle Crash Police Report	Number Vehicles 2	Number Injured 1	Speed Limit <u>35</u> Lat. _____ Lon. _____	State Police <input type="checkbox"/> Local Police <input checked="" type="checkbox"/> MBTA Police <input type="checkbox"/> Other: _____
-----------------------------	-------------------------------	----------------------	--	-------------------------	------------------------	---	---

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

Route#	Direction	Name of Roadway/Street
At		
Route#	Direction	Name of Intersecting Roadway/Street
Also at Intersection with		
Route#	Direction	Name of Intersecting Roadway/Street

Route#	Direction	Address #	Name of Roadway/Street
Feet <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ or _____			
Mile Marker _____ Exit Number _____			
Feet <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____			
Route# _____ Intersecting Roadway/Street _____			
Feet <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____			
Landmark _____			

Please Select One of the Following: ☒ Vehicle 1 #Occupants ☐ Hit/Run ☐ Moped

12-144-AC

License #	L	St.	DOB/Age	Reg #	Reg Type	Reg State			
Sex	Lic. Class	D	18	18	Lic. Restrictions	1	19	CDL P	Endorsement
Operator		Last	First	Middle	Owner				
Address		City			State			Zip	
Insurance Company		City			State			Zip	
Vehicle Travel Direction:		<input checked="" type="checkbox"/> N <input checked="" type="checkbox"/> S <input checked="" type="checkbox"/> E <input checked="" type="checkbox"/> W		Responding to Emergency? <u>2</u>					
Citation # (If Issued)		Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____							
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____									

Veh Year	Veh Make	Veh Config	1	20				
Owner		Address						
City		State			Zip			
Vehicle Action Prior to Crash		4			21			
Event Sequence		1			22	22	22	22
Most Harmful Event		1			23			
Driver Contributing Code		19			24	24		
Underride/Override		1			25	Towed 1		

Damaged Area Code: (Circle Up to Three)

0	None
10	Undercarriage
11	Totaled
97	Other
99	Unknown

Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator	See Above	-----	---	---	99	3	1	0	0	4	1	

Please Select One of the Following: ☒ Vehicle 2 #Occupants ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

License #	L	St.	DOB/Age	Reg #	Reg Type	Reg State			
Sex	Lic. Class	D	18	18	Lic. Restrictions	1	19	CDL P	Endorsement
Operator		Last	First	Middle	Owner				
Address		City			State			Zip	
Insurance Company		City			State			Zip	
Vehicle Travel Direction:		<input checked="" type="checkbox"/> N <input checked="" type="checkbox"/> S <input checked="" type="checkbox"/> E <input checked="" type="checkbox"/> W		Responding to Emergency? <u>2</u>					
Citation # (If Issued)		Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____							
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____									

Veh Year	Veh Make	Veh Config	1	20				
Owner		Address						
City		State			Zip			
Vehicle Action Prior to Crash		1			21			
Event Sequence		1			22	22	22	22
Most Harmful Event		1			23			
Driver Contributing Code		1			24	24		
Underride/Override		1			25	Towed 1		

Damaged Area Code: (Circle Up to Three)

0	None
10	Undercarriage
11	Totaled
97	Other
99	Unknown

Please fill out for operator/non-motorist and all occupants involved

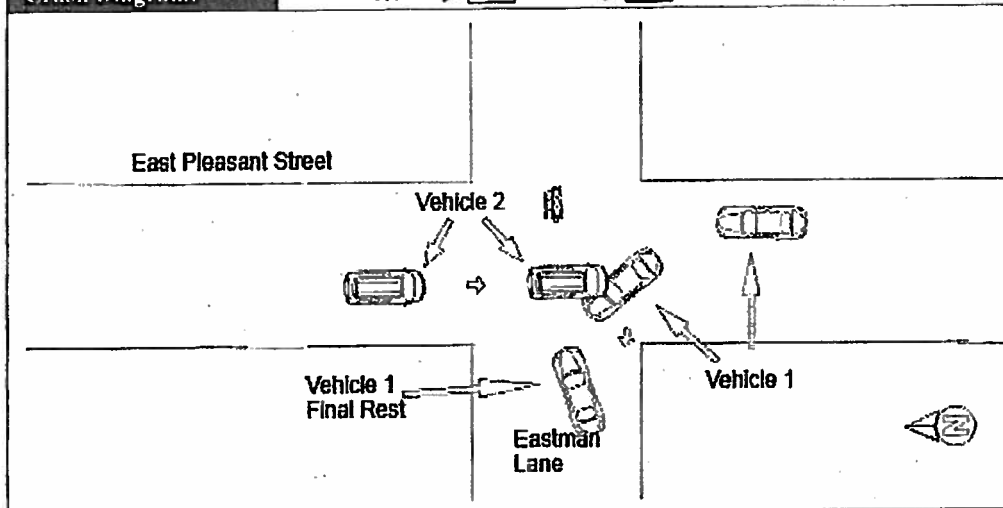
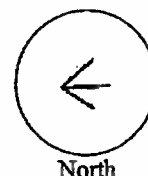
Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator/Non-Motorist	See Above	-----	---	---	99	1	1	0	0	5	1	

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:

If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V1 was attempting to conduct a left hand turn from East Pleasant Street to Eastman Ln. V1 crossed over into the southbound lane of East Pleasant where it was struck by V2 who was traveling South bound. The operator of V1 indicated that she thought the light was only green for north bound traffic and by the time she realized V2 was not stopping it was to late. V1 sustained severe damage to the passenger side rear. V2 sustained major damage to the front end. Both operators indicated they did not suffer any injuries from the accident.

Both vehicles were later removed from the scene.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Detective Michael W Forcum

108

Amherst Police Department

05/06/2012

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:

Crash Narrative:

v2 travelling EB on Meadow St. preparing to turn NB onto Montague Rd. V1 travelling WB on Pine St. and travelling through the intersection onto Meadow St. As v1 travelled through the intersection V2 turned NB in front of V1 striking v1 in the drivers side front corner panel. V2 operator stated that the operator of v1 hesitated in the intersection so he did not know what their intentions were. V1 operator refuted this statement. There was no evidence at the scene to support this claim.

Operator of v2 issued citation for failure to use care in turning.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer William R Laramee

Police Officer Name (Please Print)

Signature

69

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

05/08/2012

Date

Commonwealth of Massachusetts

Date of Crash 06/22/2012 Time of Crash 2117 City/Town Amherst
24HR

Motor Vehicle Crash
Police Report

Number Vehicles 2

Number Injured 2

Speed Limit 35
Lat. _____
Lon. _____

State Police ☐
Local Police ☐
MBTA Police ☐
Other: _____

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

NORTH PLEASANT ST

Route# Direction Name of Roadway/Street
At

MEADOW ST

Route# Direction Name of Intersecting Roadway/Street

Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet N S E W of _____ or _____
Mile Marker Exit Number

Feet N S E W of _____
Route# Intersecting Roadway/Street

Landmark

Please Select One of the Following:

☒ Vehicle 1 #Occupants☐ Hit/Run☐ Moped

12-179-AC

License # _____ St. _____ DOB/Ag _____

Sex. _____ Lic. Class D 18 18 Lic. Restrictions 2 19 CDL Endorsement

Operator _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

Owner _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 1 21 Damaged Area Code: (Circle Up to Three)

Event Sequence 1 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Most Harmful Event 1 23

Driver Contributing Code 1 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Underide/Overide 1 25 Towed 1 26

Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Ag Sex 26 Seat Pos 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transport Code Medical Facility

Operator

See Above

License # _____ St. _____ DOB/Ag _____

Sex. _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL Endorsement

Operator _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

Owner _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 4 21 Damaged Area Code: (Circle Up to Three)

Event Sequence 1 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Most Harmful Event 1 23

Driver Contributing Code 4 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Underide/Overide 1 25 Towed 1 26

Please fill out for operator/non-motorist and all occupants involved

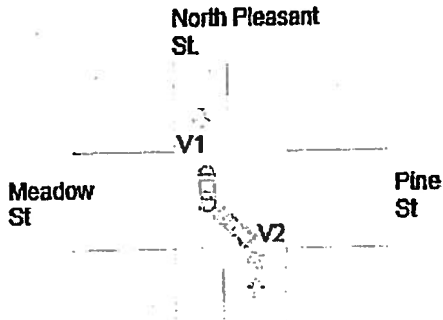
Name (Last First Middle) Address DOB/Ag Sex 26 Seat Pos 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transport Code Medical Facility

Operator/Non-Motorist

See Above

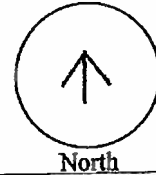
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 O = Pedestrian
 ie: → 1 → 2 → O

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
☐ Garage
☐ Mall/Shopping Center
☐ Other Private Way



Crash Narrative:

V1 travelling SB on North Pleasant St with a green lens. V2 travelling NB on N. Pleasant St with a green lens and operator was intending to turn left (WB) onto Meadow St. V2 turned in front of V1 causing the accident. Both vehicle sustained major damage: V1: Both front airbags, LFQP, LF Tire & Axle, Hood, Front Fender and Lens, grill, LF Door. V2: Hood, grill, LFQP, LF Tire & Axle, Front bumper, windshield, Airbag.

Both vehicles towed by Ernie's Towing by flatbeds.

V2 oper cited: 90/18: TBL Failed to use care in turning.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)
 Carrier Name _____ Carrier Issuing Authority Code 35
 Address _____ City _____ St _____ Zip _____
 US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36
 Cargo Body Type Code 37 Gross Vehicle Weight 38
 Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Linda Newcomb
 Police Officer Name (Please Print)

Signature

47
 ID/Badge #

Amherst Police Department
 Department

Precinct/Barracks

06/22/2012
 Date

Commonwealth of Massachusetts

Date of Crash
09/07/2012Time of Crash
1742
24HRCity/Town
AmherstMotor Vehicle Crash
Police ReportNumber
Vehicles
1Number
Injured
0Speed Limit 25
Lat. _____
Lon. _____State Police ☐
Local Police ☐
MBTA Police ☐
Other: ☐

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

1 Route# Direction Name of Roadway/Street
At
Route# Direction Name of Intersecting Roadway/Street
Also at Intersection with
2 Route# Direction Name of Intersecting Roadway/Street

2 Route# Direction Address # Name of Roadway/Street
Feet N S E W of _____ or _____
Mile Marker Exit Number
Feet N S E W of Route# Intersecting Roadway/Street
Feet N S E W of _____
Landmark

Please Select One
of the Following:☒ Vehicle 1 #Occupants ☐ Hit/Run ☐ Moped

12-246-AC

License # _____ St _____ DOB/Age _____
Sex _____ Lic. Class D 18 18 Lic. Restrictions 19 CDL Endorsement
Operator _____ Middle _____
Address _____
City _____ State _____ Zip _____
Insurance Company _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

Owner _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 1 21Event Sequence 10 22 22 22 22Most Harmful Event 1 23Driver Contributing Code 22 24 24Underide/Override 99 25 Towed 2

Damaged Area Code: (Circle Up to Three)

0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Vehicle Travel Direction: N S E W Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Incap. Code	Medical Facility
Operator	See Above	-----	---	---	99	4	99	99	99	5	1	

Please Select One
of the Following:☐ Vehicle 2 #Occupants ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

8 License # _____ St _____ DOB/Age _____
Sex _____ Lic. Class D 18 18 Lic. Restrictions 19 CDL Endorsement
Operator _____ Last _____ First _____ Middle _____
Address _____
City _____ State _____ Zip _____
Insurance Company _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 20

Owner _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 21Event Sequence 22 22 22 22Most Harmful Event 23Driver Contributing Code 24 24Underide/Override 25 Towed _____

Damaged Area Code: (Circle Up to Three)

0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Vehicle Travel Direction: N S E W Responding to Emergency? _____

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Incap. Code	Medical Facility
Operator/Non-Motorist	See Above	-----	---	---								

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 X = Pedestrian
 ie: → 1 → 2 → X

Crash Diagram:

Pine Street

East Pleasant Street

North

If Crash Did Not Occur on a Public Way:

☐ Off-Street Parking Lot

☐ Garage

☐ Mall/Shopping Center

☐ Other Private Way

Crash Narrative:

-V1, a _____ bearing _____ reg. _____ operated by _____ was traveling west on Pine Street.

-As V1 was traveling on Pine Street, _____ lost control of V1 and veered off the road. _____ said that his brake system had given out while on the road which resulted in him spinning out and losing control of his vehicle.

-V1 then hit two mailboxes belonging to _____ Pine Street and _____ Pine Street then crashed into the guard rail.

-On scene _____ reported no injuries.

-Information was exchanged between _____ and the owner of the mailboxes. The DPW will be contacted about the damaged guard rail.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Kasey J Nagle

Police Officer Name (Please Print)

Signature

122

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

09/07/2012

Date

Commonwealth of Massachusetts

Date of Crash 10/01/2012 Time of Crash 1902 City/Town Amherst

Motor Vehicle Crash
Police Report

Number Vehicles 3 Number Injured 0 Speed Limit 40
Lat. _____ Lon. _____ State Police Local Police MBTA Police Other.

AT INTERSECTION:

< LOCATION >

NOT AT INTERSECTION:

Route# Direction Name of Roadway/Street

At

Route# Direction Name of Intersecting Roadway/Street

Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # 590 EAST PLEASANT ST

Feet N S E W of _____ Mile Marker _____ or _____ Exit Number _____

20 Feet N S E W of Route# EASTMAN LN

Feet N S E W of _____

Landmark

Please Select One of the Following:

☒ Vehicle 1 Occupants ☐ Hit/Run ☐ Moped

12-281-AC

License # _____ St _____ DOB/Age _____

Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL _____

Operator Last First Middle

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: ☒ S ☒ E ☒ W Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

Owner Last First Middle

Address _____

City _____ State _____

Vehicle Action Prior to Crash 2 21

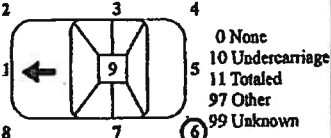
Event Sequence 1 22 22 22 22

Most Harmful Event 1 23

Driver Contributing Code 1 24 24

Underride/Override 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)



Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transport Code Medical Facility

Operator

See Above

DOB/Age

Sex

26

Seat

Pos.

27

Safety

System

28

Airbag

Status

29

Airbag

Switch

30

Eject

Code

1

13

Please Select One of the Following:

☒ Vehicle 2 Occupants ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

License # _____ St _____ DOB/Age _____

Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL _____

Operator Last First Middle

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: ☒ S ☒ E ☒ W Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Mak _____ Veh Config. 1 20

Owner Last First Middle

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 2 21

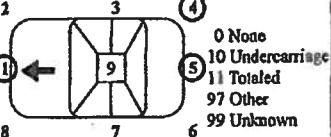
Event Sequence 1 22 22 22 22

Most Harmful Event 1 23

Driver Contributing Code 1 24 24

Underride/Override 1 25 Towed 1

Damaged Area Code: (Circle Up to Three)



Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transport Code Medical Facility

Operator/Non-Motorist

See Above

DOB/Age

Sex

26

Seat

Pos.

27

Safety

System

28

Airbag

Status

29

Airbag

Switch

30

Eject

Code

Commonwealth of Massachusetts

Motor Vehicle Crash
Police Report

Date of Crash 10/01/2012	Time of Crash 1902 24HR	City/Town Amherst	Number Vehicles 3	Number Injured 0	Speed Limit 40 Lat. _____ Lon. _____	State Police Local Police MBTA Police Other: _____
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AT INTERSECTION:

< LOCATION >

NOT AT INTERSECTION:

1
4

Route#	Direction	Name of Roadway/Street
At		
Route#	Direction	Name of Intersecting Roadway/Street
Also at Intersection with		
Route#	Direction	Name of Intersecting Roadway/Street

Route#	Direction	Address #	Name of Roadway/Street
		590	EAST PLEASANT ST
Feet		N S E W	of _____ or _____
			Mile Marker _____ Exit Number _____
20 Feet		N X E W	of EASTMAN LN
			Route# _____ Intersecting Roadway/Street
Feet		N S E W	of _____
Landmark _____			

2 9

2 10

2 11

2
1

3

Please Select One of the Following: ☐ Vehicle 31 #Occupants ☒ Hit/Run ☐ Moped

12-281-AC

4
3

License # _____ St _____ DOB/Age _____
Sex _____ Lic. Class 18 18 Lic. Restrictions 19 CDL Endorsement
Operator unknown
Last First Middle
Address _____
City _____ State _____ Zip _____
Insurance Company _____

Reg # _____ Reg Type _____ Reg State _____
Veh Year _____ Veh Make _____ Veh Config. 2 20
Owner _____
Last First Middle
Address _____
City _____ State _____ Zip _____

1 12

5
1

Vehicle Travel Direction: ☒ S ☒ E ☒ W Responding to Emergency? 2
Citation # (If Issued) _____
Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Vehicle Action Prior to Crash 1 21
Event Sequence 1 22 22 22 22
Most Harmful Event 1 23
Driver Contributing Code 10 24 24
Underride/Override 3 25 Towed 2
Damaged Area Code: (Circle Up to Three)
0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

6
1

Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator	See Above	-----	---	---	99	99	99	0	0	99	1	

1 13

7
2

Please Select One of the Following: ☐ Vehicle 4 #Occupants ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

8
1

License # _____ St _____ DOB/Age _____
Sex _____ Lic. Class 18 18 Lic. Restrictions 19 CDL Endorsement
Operator _____
Last First Middle
Address _____
City _____ State _____ Zip _____
Insurance Company _____
Vehicle Travel Direction: ☒ N ☒ S ☒ E ☒ W Responding to Emergency? _____
Citation # (If Issued) _____
Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

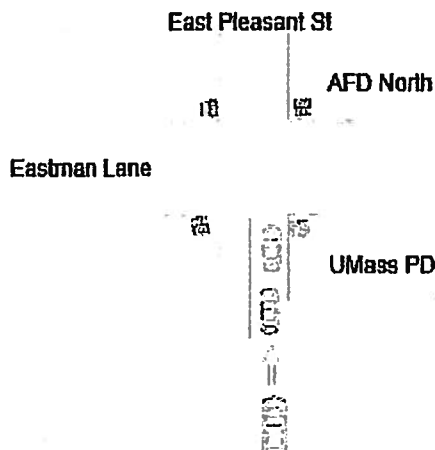
Reg # _____ Reg Type _____ Reg State _____
Veh Year _____ Veh Make _____ Veh Config. 20
Owner _____
Last First Middle
Address _____
City _____ State _____ Zip _____
Vehicle Action Prior to Crash 21
Event Sequence 22 22 22 22
Most Harmful Event 23
Driver Contributing Code 24 24
Underride/Override 25 Towed _____
Damaged Area Code: (Circle Up to Three)
0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator/Non-Motorist	See Above	-----	---	---								

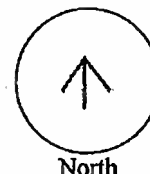
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V1 had been NB on E. Pleasant St, stopped at a red lens with Eastman Lane. V2 behind V1, also stopped in traffic for the red lens. V3 proceeded NB on E. Pleasant St, failed to stop and rear ended V2. V3 then backed up and proceeded forward again, again striking V2. This pushed V2 into V1. V3 then backed up again and swerved around both V2 and V1 and left the scene proceeding NB on East Pleasant St. Witness had just turned onto E. Pleasant St from Eastman Lane and observed accident take place. V3 described as a white or light green PU Truck with wooden rails as the bed sides, older model in the 80's, with a plate on the front saying AMERICA. Operated by a WM with possible facial hair. ("AMERICA" was embedded into the rear bumper of V2 from this collision). UMass PD made an area search for V3: negative. No PI. V2 towed by AAA, who was contacted directly by vehicle owner.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Picard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Linda Newcomb

47

Amherst Police Department

10/01/2012

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Date of Crash 10/30/2012	Time of Crash 1848 24HR	City/Town Amherst	<h2 style="text-align: center;">Motor Vehicle Crash Police Report</h2>	Number Vehicles 2	Number Injured 0	Speed Limit <u>35</u> Lat. _____ Lon. _____	State Police <input type="checkbox"/> Local Police <input checked="" type="checkbox"/> MBTA Police <input type="checkbox"/> Other: _____
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AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

<u>Route#</u>	<u>Direction</u>	<u>Name of Roadway/Street</u>
<u>At</u>		
<u>Route#</u>	<u>Direction</u>	<u>Name of Intersecting Roadway/Street</u>
<u>Also at Intersection with</u>		
<u>Route#</u>	<u>Direction</u>	<u>Name of Intersecting Roadway/Street</u>

<u>Route#</u>	<u>Direction</u>	<u>Address #</u>	<u>Name of Roadway/Street</u>
<u>Feet</u>	<u>N S E W</u>	<u>of</u>	<u>Mile Marker</u> or <u>Exit Number</u>
<u>Feet</u>	<u>N S E W</u>	<u>of</u>	<u>Route#</u> <u>Intersecting Roadway/Street</u>
<u>Feet</u>	<u>N S E W</u>	<u>of</u>	<u>Landmark</u>

Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle <u>1</u> #Occupants	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped	12-335-AC

License # _____ S DOB/Age 11 / 11 / 20 Reg # _____ Reg Type _____ Reg State _____
Sex _____ Lic. Class

18	18
99	

 Lic. Restrictions

99	19
----	----

 CDL _____ Veh Year _____ Veh Make _____ Veh Config.

1	20
---	----

Endorsement _____

Operator _____ Owner _____
 Last First Middle Last First Middle
 Address _____ Address _____
 City _____ State _____ Zip _____ City _____ State _____ Zip _____

Insurance Company. _____ Vehicle Action Prior to Crash

1	21
---	----

 Damaged Area Code: (Circle Up to Three)

Vehicle Travel Direction: ☒ S ☐ E ☐ W Responding to Emergency? 2 Event Sequence

97	22	22	22	22
	1			

2	3	4

☐ None

Citation # (If Issued) _____

Most Harmful Event **1** ²³ **1** **9** **5** **10** Undercarriage **11** Totaled

Viol. 1: Ch/Sec/Sub 1 Viol. 2: Ch/Sec/Sub 1 Driver Contributing Code

1	24	24
---	----	----

11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
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 97 Other 99 UnknownViol. 3: Ch/Sec/Sub 1 Viol. 4: Ch/Sec/Sub 1 Underride/Override 1²⁵ Towed 2⁸ 7 6 5 4 3 2 1

Please fill out for operator and all occupants involved										26 Seat	27 Safety	28 Airbag	29 Airbag	30 Eject	31 Trap	32 Injury	33 Transp.
---	--	--	--	--	--	--	--	--	--	------------	--------------	--------------	--------------	-------------	------------	--------------	---------------

Name (Last First Middle)	Address	DOB/Age	Sex	Poa.	System	Status	Switch	Code	Code	Status	Code	Medical Facility
Operator	See Above	-----11	---	---	1	A	1	0	0	E	1	

[illegible][illegible][illegible][illegible]

Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle	<u>22</u>	#Occupants	<input type="checkbox"/> Non-Motorist A	Type	<u>14</u>	Action	<u>15</u>	Location	<u>16</u>	Condition	<u>17</u>	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped
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Page #	Page Title	Page Date	Page Status
1	1	1	1
2	2	2	2
3	3	3	3
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92	92	92	92
93	93	93	93
94	94	94	94
95	95	95	95
96	96	96	96
97	97	97	97
98	98	98	98
99	99	99	99
100	100	100	100

License #	SI	DOB/Ag	Reg #	Reg type	Reg state	
Sex	Lic Class	Lic Restrictions	Exp	Yeh Year	Yeh Make	Yeh Cnfr
	18	18	00	19		
						1 20

Sex Lic. Class D 99 Lic. Restrictions 99 CDE ven real ven Make ven Cong. 1
Endorsement

Operator	First	Owner
1544a	1544a	1544a

Address			Address		
City	State	Zip	City	State	Zip

City _____ State VA Zip _____
Vehicle Action Points Count 21 Demand Area Code (Circle Up to Three) _____

Insurance Company

Vehicle Action Prior to Crash

Damaged Area Code: (Circle Up to Three)

Main Damage Description

Reported to Emergency?

Event Sequence

Vehicle Travel Direction:

A	S	E	W
---	---	---	---

 Responding to Emergency? 2 Event Sequence

1	1		

1	13
---	----

 Most Helpful Feature

0 None
10 Undercarriage

Citation # (if issued) _____

Most Harmful Event

1				11	9
---	--	--	--	----	---

Drive-Through Collection Crib

10	24	24
----	----	----

11 Totaled
97 Other

Viol. 1: Ch/Sec/Sub 1 Viol. 2: Ch/Sec/Sub 1 Driver Contributing Code 19 7 6 99 Unknown

[illegible]

Name (Last First Middle)	Address	DOB/Age	Sex	Seat Pos	Safety System	Airbag Status	Airbag Switch	Eject Code	Trap Code	Injury Status	Transp Code	Medical Facility
--------------------------	---------	---------	-----	----------	---------------	---------------	---------------	------------	-----------	---------------	-------------	------------------

Operator/Non-Motorist	See Above	-----	---	---	1	4	4	0	0	5	1	
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[illegible][illegible]

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:

<div style="text-align: center;">Strong St</div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 50px;"> <div style="text-align: center;"> Vehicle 1 </div> <div style="text-align: center;"> Vehicle 2 </div> <div style="text-align: center;"> North </div> </div> <div style="margin-top: 20px;"> East Pleasant St. </div>	<p>If Crash Did Not Occur on a Public Way:</p> <p><input type="checkbox"/> Off-Street Parking Lot</p> <p><input type="checkbox"/> Garage</p> <p><input type="checkbox"/> Mall/Shopping Center</p> <p><input type="checkbox"/> Other Private Way</p>
---	--

Crash Narrative:

V1 was traveling northbound on E. Pleasant St. when the operator stopped for a pedestrian crossing the roadway. V2 subsequently attempted to stop but collided with V1. As a result, V2 rear-ended V1. V1 sustained damage to the rear bumper and muffler. The estimated value of the damage to V1 is \$500.00. V2 sustained damage to the front end. The estimated value of the damage that V2 sustained is \$1000.00. Both vehicles were able to be driven following the collision.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)	
Carrier Name _____	Carrier Issuing Authority Code 35
Address _____ City _____ St _____ Zip _____	
US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36	
Cargo Body Type Code 37	Gross Vehicle Weight 38
Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39	
Hazmat Information: Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42	

Patrol Officer Benton J Carr

123

Amherst Police Department

10/30/2012

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Date of Crash 11/12/2012	Time of Crash 1450 24HR	City/Town Amherst	Motor Vehicle Crash Police Report		Number Vehicles 2	Number Injured 0	Speed Limit <u>30</u> Lat. _____ Lon. _____	State Police <input type="checkbox"/> Local Police <input type="checkbox"/> MBTA Police <input type="checkbox"/> Other: _____
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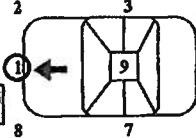
AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

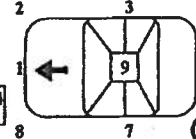
1	Route#	Direction	<u>NORTH PLEASANT ST</u> Name of Roadway/Street	Route#	Direction	Address #	Name of Roadway/Street
	At			Feet <u>NSEW</u> of _____ or _____ Mile Marker _____ Exit Number _____			
	Route#	Direction	<u>MEADOW ST</u> Name of Intersecting Roadway/Street	Feet <u>NSEW</u> of _____ Route# _____ Intersecting Roadway/Street			
			Also at Intersection with	Feet <u>NSEW</u> of _____ Route# _____ Intersecting Roadway/Street			
2	Route#	Direction	Name of Intersecting Roadway/Street	Landmark			

3	Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle 1	#Occupants	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped	12-355-AC		
---	-------------------------------------	---	------------	----------------------------------	--------------------------------	-----------	--	--

4	License #	St.	DOB/Age	Reg #	Reg Type	Reg State
	Sex	Lic. Class <u>D</u>	Lic. Restrictions <u>19</u>	Veh Year	Veh Make	Veh Config. <u>1</u>
	Operator. Last _____ First _____ Middle _____ Address _____ City _____ State _____ Zip _____ Insurance Company _____					
5	Vehicle Travel Direction:	<u>NSEW</u>	Responding to Emergency? <u>2</u>	Vehicle Action Prior to Crash <u>1</u>	Damaged Area Code: (Circle Up to Three)	
	Citation # (If Issued)			Event Sequence <u>1</u> <u>22</u> <u>22</u> <u>22</u> <u>22</u>		
	Viol. 1: Ch/Sec/Sub		Viol. 2: Ch/Sec/Sub	Most Harmful Event <u>1</u>	Driver Contributing Code <u>19</u> <u>24</u> <u>24</u>	0 None 10 Undercarriage 11 Totaled 97 Other 99 Unknown
6	Viol. 3: Ch/Sec/Sub		Viol. 4: Ch/Sec/Sub	Underride/Override <u>1</u>	Towed <u>2</u>	

Please fill out for operator and all occupants involved				DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transport Code	Medical Facility
Name (Last First Middle)		Address												
Operator		See Above					1	4	4	0	0	5	1	

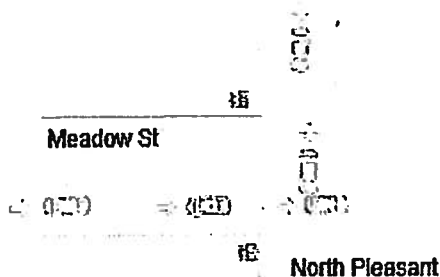
7	Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle 2	#Occupants	<input type="checkbox"/> Non-Motorist A	Type	14	Action	15	Location	16	Condition	17	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped
---	-------------------------------------	---	------------	---	------	----	--------	----	----------	----	-----------	----	----------------------------------	--------------------------------

8	License #	St.	DOB/Age	Reg #	Reg Type	Reg State
	Sex	Lic. Class <u>D</u>	Lic. Restrictions <u>1</u>	Veh Year	Veh Make	Veh Config. <u>1</u>
	Operator. Last _____ First _____ Middle _____ Address _____ City _____ State _____ Zip _____ Insurance Company _____					
9	Vehicle Travel Direction:	<u>NSEW</u>	Responding to Emergency? <u>2</u>	Vehicle Action Prior to Crash <u>1</u>	Damaged Area Code: (Circle Up to Three)	
	Citation # (If Issued)			Event Sequence <u>1</u> <u>22</u> <u>22</u> <u>22</u> <u>22</u>		
	Viol. 1: Ch/Sec/Sub		Viol. 2: Ch/Sec/Sub	Most Harmful Event <u>1</u>	Driver Contributing Code <u>1</u> <u>24</u> <u>24</u>	0 None 10 Undercarriage 11 Totaled 97 Other 99 Unknown
Viol. 3: Ch/Sec/Sub			Viol. 4: Ch/Sec/Sub	Underride/Override <u>1</u>	Towed <u>2</u>	

Please fill out for operator/non-motorist and all occupants involved				DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transport Code	Medical Facility
Name (Last First Middle)		Address												
Operator/Non-Motorist		See Above					1	4	4	0	0	5	1	

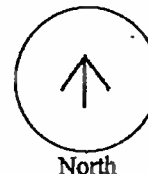
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V1 traveling SB failed to stop for red lens and crashed in to V2 which was traveling EB on Meadow St to Pine St. Damage to vehicles did not render them in-operable.

Operator of V1 was issued a citation for fail to stop for red lens.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Glenn M Jackson

59

Amherst Police Department

11/12/2012

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
12/31/2012Time of Crash
1903
24HRCity/Town
AMHERSTNumber
Vehicles
2Number
Injured
0Speed Limit 25
Lat. _____
Lon. _____State Police ☐
Local Police ☐
MBTA Police ☐
Other: _____

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

NORTH PLEASANT ST

Route# Direction Name of Roadway/Street
At

PINE ST

Route# Direction Name of Intersecting Roadway/Street
Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet N S E W of _____ or _____
Mile Marker Exit NumberFeet N S E W of _____
Route# Intersecting Roadway/Street

Feet N S E W of _____

Landmark

Please Select One
of the Following:☒ Vehicle 12 #Occupants☐ Hit/Run☐ Moped

12-413-AC

License # _____ St. _____ DOB/Age _____

Sex _____ Lic. Class ☐ 18 ☐ 18 Lic. Restrictions ☐ 99 ☐ 19 CDL _____
Endorsement _____Operator _____
Last First Middle

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: ☒ N ☒ E ☒ W Responding to Emergency? ☐ 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

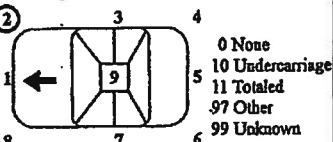
Veh Year _____ Veh Make _____ Veh Config. ☐ 1 ☐ 20Owner _____
Last First Middle

Address _____

City _____ State _____

Vehicle Action Prior to Crash ☐ 4 ☐ 21Event Sequence ☐ 1 ☐ 22 ☐ 22 ☐ 22 ☐ 22Most Harmful Event ☐ 1 ☐ 23Driver Contributing Code ☐ 1 ☐ 24 ☐ 24Underride/Override ☐ 1 ☐ 25 Towed ☐ 2

Damaged Area Code: (Circle Up to Three)



Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transp. Code Medical Facility

Operator

See Above

99 4 99 0 0 5 1

License # _____ St. _____ DOB/Age _____

Sex _____ Lic. Class ☐ 18 ☐ 18 Lic. Restrictions ☐ 99 ☐ 19 CDL _____
Endorsement _____Operator _____
Last First Middle

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: ☒ N ☒ E ☒ W Responding to Emergency? ☐ 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ Viol. 2: Ch/Sec/Sub _____

Viol. 3: Ch/Sec/Sub _____ Viol. 4: Ch/Sec/Sub _____

Reg # _____ Reg Type _____ Reg State _____

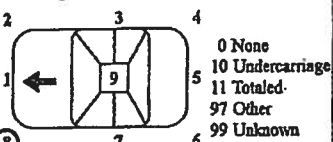
Veh Year _____ Veh Make _____ Veh Config. ☐ 1 ☐ 20Owner _____
Last First Middle

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash ☐ 4 ☐ 21Event Sequence ☐ 1 ☐ 22 ☐ 22 ☐ 22 ☐ 22Most Harmful Event ☐ 1 ☐ 23Driver Contributing Code ☐ 10 ☐ 24 ☐ 9 ☐ 24Underride/Override ☐ 1 ☐ 25 Towed ☐ 2

Damaged Area Code: (Circle Up to Three)



Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transp. Code Medical Facility

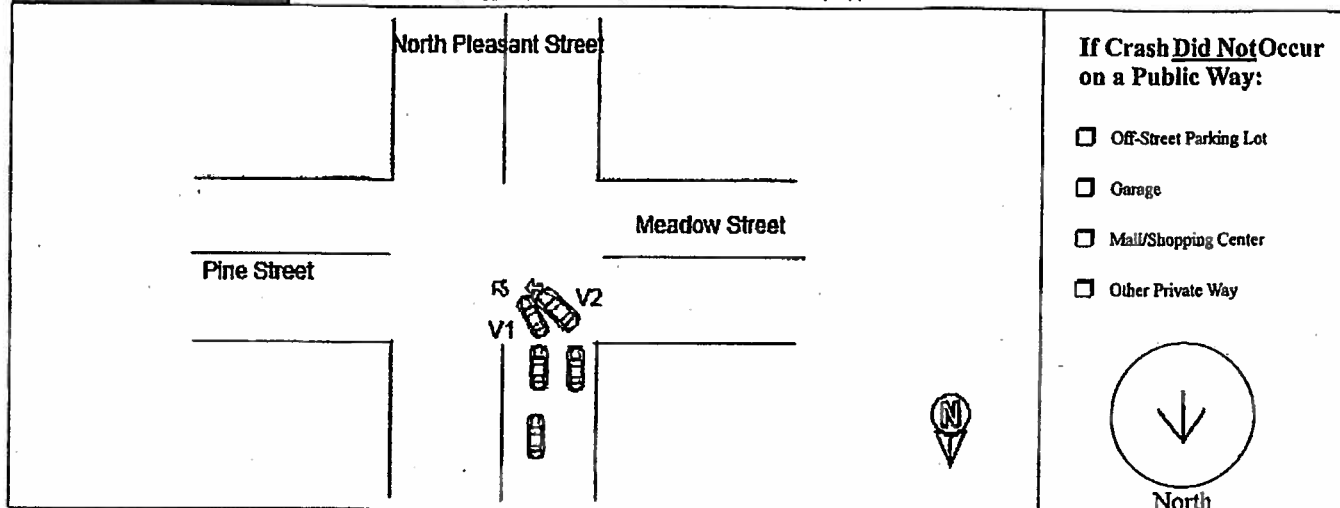
Operator/Non-Motorist

See Above

99 99 99 0 0 99 1

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 →

Crash Diagram:



Crash Narrative:

- V1 was stopped at the intersection of North Pleasant Street and Pine Street in the left hand turning lane facing southbound.

- Upon the light turning green V1 proceeded to turn left onto Pine Street when V2 which was in the right hand lane facing southbound cut V1 off and proceeded to turn left, subsequently striking V1 in the front passenger quarter panel.

- Both vehicles proceeded to the Cumberland Farms parking lot on Montague Road. From that area V2 fled the scene before giving the proper information to the operator of V1.

Damage observed

on the front bumper of V1.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Andrew C Hulse 124 Amherst Police Department 12/31/2012

Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

For Date: 02/13/2013 - Wednesday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
13-2684	1028	Phone - M V Crash P D	Services Rendered	1	
Call Taker: 977 - Curtin, Michael					
Location/Address: (AMH 2957) NORTH PLEASANT/PINE - 1191 NORTH PLEASANT ST					
Party Entered By: 02/13/2013 1028 977 - Curtin, Michael					
Calling Party: Unknown					
,70					
Post: BS01 Chudzik, John					
Disp-10:32:04 Arvd-10:32:07 Clrd-10:32:10					
Vehicle Entered By: 02/13/2013 1032 977 - Curtin, Michael					
Modified By:					
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By: 02/13/2013 1036 977 - Curtin, Michael					
Modified By: 02/21/2013 1214 426 - Jolie, Joy Ann					
Vehicle:					
Owner:					
Narrative: 02/13/2013 1030 Curtin, Michael					
Modified By: 02/13/2013 1039 Curtin, Michael					
RP reports that while stopped at lights at listed location a green forester type vehicle) attempted to pull along side, mirror of RP's vehicle and other veh touched, female operator of other veh got out of her vehicle viewed for damage (none on either vehicle) called RP an "asshole," and drove off. RP just wanted it on record.					
Narrative: 02/13/2013 1511 Chudzik, John					
PARTY DID NOT WANT AN INVESTIGATION, ONLY TO REPORT THE INCIDENT.					

For Date: 03/28/2013 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
13-5466	1552	911 - M V Crash P D	Services Rendered	1	
Call Taker:		977 - Curtin, Michael			
Location/Address:		[AMH 5576] STRONG/EAST PLEASANT - 277 EAST PLEASANT ST			
Party Entered By:		03/28/2013 1557 977 - Curtin, Michael			
Calling Party:					
Post:		C11 Humber, Marcus			
		Disp-15:56:05	Arvd-16:00:04 Clrd-16:02:05		
Post:		C21 Gallagher, Scott			
		Disp-15:56:17	Arvd-15:59:22 Clrd-16:09:12		
Vehicle Entered By:		03/28/2013 1555 977 - Curtin, Michael			
Modified By:		03/28/2013 1605 977 - Curtin, Michael			
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By:		03/28/2013 1556 977 - Curtin, Michael			
Modified By:		03/28/2013 1605 977 - Curtin, Michael			
Vehicle:					
Operator:					
Owner:					
Narrative:		03/28/2013 1557 Curtin, Michael			
		RP reports being rear ended at intersection, no injuries.			
Narrative:		03/28/2013 2339 Gallagher, Scott			
		SAAB was stopped SB on East Pleasant waiting to turn onto Strong Steet when he was rear ended by Honda. Saab suffered passenger rear bumper damage. Honda suffered driver side front bumper damage. Both vehicle were driveable, no injuries info. exchanged. OK 105			
		Saab = Metropolitan			
		Honda= Commerce Ins.			

For Date: 06/13/2013 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
13-10781	1415	Initiated - M V Crash P D	Services Rendered	1	
Call Taker:		977 - Curtin, Michael			
Location/Address:		[AMH 2993] PINE/BRIDGE - 474 PINE ST			
Initiated By:		BX1 - Johnson, Brian			
Post:		BX1 Johnson, Brian			
			Arvd-14:15:00 Clrd-14:29:23		
Post:		B12 Thurston, Scott			
		Disp-14:15:37	Arvd-14:22:51 Clrd-14:29:25		
Vehicle Entered By:		06/13/2013 1415 977 - Curtin, Michael			
Modified By:		06/13/2013 1418 977 - Curtin, Michael			
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By:		06/13/2013 1420 977 - Curtin, Michael			
Modified By:		06/13/2013 1422 977 - Curtin, Michael			
Vehicle:					
Operator:					
Owner:					
Narrative:		06/13/2013 1415 Curtin, Michael			
		Possible MVA.			
Narrative:		06/13/2013 1433 Thurston, Scott			
		Minor MVA btw two listed vehicles. Exchange of information.			
		Ok 95			
Narrative:		06/13/2013 1516 Johnson, Brian			
		MA REG struck NH reg from behind after operator admitted inattention. Slight damage to right light assembly of Taurus, slight damage to rear bumper of Volvo.			

For Date: 07/15/2013 - Monday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
13-12622	1522	Phone - M V Crash P D	Services Rendered	1	
Call Taker:		991 - Cicia, Joshua			
Location/Address:		{AMH 5367} EAST PLEASANT/PINE - 406 PINE ST			
Party Entered By:		07/15/2013 1527 991 - Cicia, Joshua			
Calling/Inv. Party:		C			
Post:		B11 Jackson, Glenn			
		Disp-15:25:49	Arvd-15:29:15	Clrd-15:43:34	
Vehicle Entered By:		07/15/2013 1526 991 - Cicia, Joshua			
Modified By:		07/15/2013 1543 991 - Cicia, Joshua			
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By:		07/15/2013 1527 991 - Cicia, Joshua			
Vehicle:					
Operator:					
Owner:					
Narrative:		07/15/2013 1526 Cicia, Joshua			
		RP reports MVC at location no PI.			

For Date: 08/25/2013 - Sunday

Call Number	Time	Call Reason	Action	Priority	Duplicate
13-14840	1352	Phone - M V Crash P D	Services Rendered	1	
Call Taker: 1000 - Rushford, Jason Call Closed By: 981 - Worthley, William 08/25/2013 1457 Call Modified By: 981 - Worthley, William Location/Address: [AMH 2776] EAST PLEASANT/TILLSON FARM - 601 EAST PLEASANT ST Party Entered By: 08/25/2013 1355 1000 - Rushford, Jason Modified By: 08/25/2013 1457 981 - Worthley, William Calling/Inv. Party:					
Party Entered By: 08/25/2013 1451 981 - Worthley, William Modified By: 08/25/2013 1452 981 - Worthley, William Involved Party:					
Party Entered By: 08/25/2013 1453 981 - Worthley, William Modified By: 08/25/2013 1454 981 - Worthley, William Involved Party:					
Party Entered By: 08/26/2013 0636 1000 - Rushford, Jason Involved Party:					
Post: B31 Rhoades, David Disp-13:53:15 Clrd-13:59:44 Post: B11 Newcomb, Linda Disp-13:58:02 Arvd-14:02:26 Clrd-14:55:05					
Cleared By: 981 - Worthley, William Vehicle Entered By: 08/25/2013 1354 1000 - Rushford, Jason Modified By: 08/26/2013 0635 1000 - Rushford, Jason Vehicle: Operator:					
Owner: Vehicle Entered By: 08/25/2013 1355 1000 - Rushford, Jason Modified By: 08/25/2013 1420 1000 - Rushford, Jason Vehicle: Operator:					
Owner: Narrative: 08/25/2013 1352 Rushford, Jason RP reports involvement in 2-car MVC, Neg PI.					
Narrative: 08/25/2013 1441 Newcomb, Linda (V1) driven by had been NB on E. Pleasant at intersection with Tillson Farm, stopped at red lens. Car contained 2 passengers and vehicle owner: driven by owner, had also been NB on E. Pleasant St and was stopped behind V1. Lens turned green. V2 thought V1 was proceeding and began to proceed. V2 rear ended V1 causing damage: rear bumper and LR lens of V1 damaged and front bumper of V2 damaged. No injuries. V2 at fault: cited for TBL Failed to use care in starting. No tows needed.					

35

For Date: 10/02/2013 - Wednesday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
13-17742	1332	911 - M V Crash P D	Services Rendered	1	
Call Taker:		981 - Worthley, William			
Call Closed By:		983 - Chudzik, Elizabeth 10/02/2013 1413			
Call Modified By:		983 - Chudzik, Elizabeth			
Location/Address:		HOUSE OF TERIYAKI - 1177 NORTH PLEASANT ST			
Party Entered By:		10/02/2013 1335 981 - Worthlev. William			
Calling/Inv. Party:					
Post:		Off Jackson, Glenn			
		Disp-13:34:57	Arvd-13:39:25 Clrd-14:13:27		
Cleared By:		983 - Chudzik, Elizabeth			
Vehicle Entered By:		10/02/2013 1335 981 - Worthley, William			
Modified By:		10/02/2013 1400 983 - Chudzik, Elizabeth			
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By:		10/02/2013 1338 981 - Worthley, William			
Vehicle:					
Operator:					
Owner:					
Narrative:		10/02/2013 1333 Worthley, William			
		RP states they were just involved in a MVC			
Narrative:		10/02/2013 1413 Jackson, Glenn			
		was attempting to pass on the left to			
		enter turning lane when she side swiped the vehicle.			
		operator was issued citation for marked lane			
		violation due to her crossing center line to pass.			
		Minor damage to both vehicles, paint transfer.			
		ok 59			
Narrative:		10/02/2013 1531 Lang, Todd			
		ok			

For Date: 10/23/2013 - Wednesday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
13-19180	0937	Phone - M V Crash P D	Investigated	1	
Call Taker:		1013 - Oles, Emily			
Vicinity of:		[AMH 5576] STRONG/EAST PLEASANT - 277 EAST PLEASANT ST			
Party Entered By:		10/23/2013 0939 977 - Curtin, Michael			
Calling Party:					
Post:		Bill Laramee, William			
		Disp-09:38:29	Arvd-09:41:40 Clrd-10:00:16		
Vehicle Entered By:		10/23/2013 0939 1013 - Oles, Emily			
Modified By:		10/23/2013 1001 1013 - Oles, Emily			
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By:		10/23/2013 0939 1013 - Oles, Emily			
Modified By:		10/23/2013 1002 1013 - Oles, Emily			
Vehicle:					
Operator:					
Owner:					
Narrative:		10/23/2013 0943 Oles, Emily			
		Two car mvc.			
Narrative:		10/23/2013 1018 Laramee, William			
		V1 had stopped at intersection of Strong St and East Pleasant St. v2 was travelling directly behind vehicle 1. V1 then began to proceed but then stopped quickly as there was a firetruck travelling SB with its emergency lights on. V2 then struck v1 in the rear bumper. Minor damage to both vehicles (v1 rear bumper v2 front bumper.) No injuries. Exchange sheet prepared for operators.			

For Date: 11/05/2013 - Tuesday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
13-20196	0853	911 - M V Crash P D	Services Rendered	1	
Call Taker: 981 - Worthley, William					
Location/Address: [AMH 5576] STRONG/EAST PLEASANT - 277 EAST PLEASANT ST					
Party Entered By: 11/05/2013 0854 985 - Pronovost, Jessica					
Calling/Inv. Party:					
Post: 511 Jackson, Glenn					
Disp-08:53:54 Arvd-08:56:57 Clrd-09:19:51					
Vehicle Entered By: 11/05/2013 0916 981 - Worthley, William					
Modified By: 11/05/2013 0919 981 - Worthley, William					
Vehicle:					
Operator:					
Owner:					
Vehicle Entered By: 11/05/2013 0918 981 - Worthley, William					
Modified By: 11/05/2013 0919 981 - Worthley, William					
Vehicle:					
Operator:					
Owner:					
Narrative: 11/05/2013 0854 Worthley, William					
RP reporting a MVC in the area of listed location					
Narrative: 11/05/2013 1020 Jackson, Glenn					
crashed in to the rear of at the stop					
sign on Strong St. damage to front bumper of V1 and rear					
tail gate of V2. Op of V1 issued citation for					
failure to use care in starting.					
No injuries reported. No tow needed.					
ok 59					
Narrative: 11/05/2013 1458 Lang, Todd					
ok					

For Date: 12/02/2013 - Monday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
13-21750	1306	Initiated - M V Crash P D	Services Rendered	1	
Call Taker:		981 - Worthley, William			
Location/Address:		[AMH 2991] PINE/EAST PLEASANT - 406 PINE ST			
Initiated By:		BOWD1 - Contardo, Rita			
Post:		BOWD1 Contardo, Rita			
			Arvd-13:06:00 Cld-13:07:40		
Vehicle Entered By:	12/02/2013 1307	981 - Worthley, William			
Vehicle:					
Operator:					
		SSN: DOB: Sex:			
Owner:					
Narrative:	12/02/2013 1307	Worthley, William			
	ID# 125	requests cad, MVC			
Narrative:	12/02/2013 1328	Lang, Todd			
		#125 called in crash while on OWD, narrative to be filled out.			

Commonwealth of Massachusetts

Date of Crash 01/07/2013	Time of Crash 1437 24HR	City/Town Amherst	Motor Vehicle Crash Police Report	Number Vehicles 2	Number Injured 1	Speed Limit <u>25</u> Lat. _____ Lon. _____	State Police <input type="checkbox"/> Local Police <input type="checkbox"/> MBTA Police <input type="checkbox"/> Other _____
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AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

1	Route#	Direction	Name of Roadway/Street
	At		
	Route#	Direction	Name of Intersecting Roadway/Street
	Also at Intersection with		
2	Route#	Direction	Name of Intersecting Roadway/Street

Route#	Direction	Address #	Name of Roadway/Street
1191 NORTH PLEASANT ST			
Feet		N S E W	of _____ or _____
		Mile Marker	
Feet		N S E W	of _____
		Route#	Intersecting Roadway/Street
		Landmark	

3	Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle 12 #Occupants	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped
---	-------------------------------------	---	----------------------------------	--------------------------------

13-4-AC

4	License #	St.	DOB/Age	Reg #	Reg Type	Reg State
	Sex	Lic. Class	Lic. Restrictions	Veh Year	Veh Make	Veh Config.
3	Operator	Last	First	Middle	Owner	Last
	Address		City		State	Zip
	Insurance Company		Vehicle Action Prior to Crash		Damaged Area Code: (Circle Up to Three)	
5	Vehicle Travel Direction: N S E W		Responding to Emergency? 2		Event Sequence	
	Citation # (If Issued)		Most Harmful Event		Driver Contributing Code	
6	Viol. 1: Ch/Sec/Sub		Viol. 2: Ch/Sec/Sub		Underride/Override	
	Viol. 3: Ch/Sec/Sub		Viol. 4: Ch/Sec/Sub		Towed 2	

21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	2	3	4	5	6	7	8	9	10	11	12	13	14
0 None													
10 Undercarriage													
11 Totalled													
97 Other													
99 Unknown													

Please fill out for operator and all occupants involved														
Name (Last First Middle)		Address		DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator		See Above					3	4	99	0	0	5	1	

7	Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle 21 #Occupants	<input type="checkbox"/> Non-Motorist A	Type	14	Action	15	Location	16	Condition	17	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped
---	-------------------------------------	---	---	------	----	--------	----	----------	----	-----------	----	----------------------------------	--------------------------------

8	License #	St.	DOB/Age	Reg #	Reg Type	Reg State
	Sex	Lic. Class	Lic. Restrictions	Veh Year	Veh Make	Veh Config.
1	Operator	Last	First	Middle	Owner	Last
	Address		City		State	Zip
	Insurance Company		Vehicle Action Prior to Crash		Damaged Area Code: (Circle Up to Three)	
	Vehicle Travel Direction: N S E W		Responding to Emergency? 2		Event Sequence	
	Citation # (If Issued)		Most Harmful Event		Driver Contributing Code	
	Viol. 1: Ch/Sec/Sub		Viol. 2: Ch/Sec/Sub		Underride/Override	
	Viol. 3: Ch/Sec/Sub		Viol. 4: Ch/Sec/Sub		Towed 2	

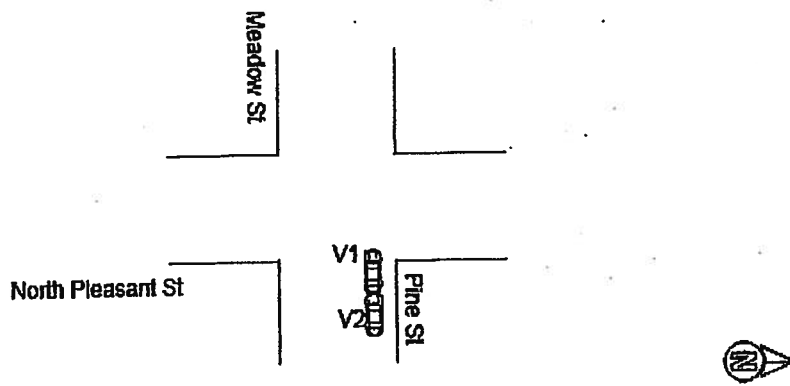
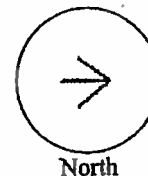
Please fill out for operator/non-motorist and all occupants involved														
Name (Last First Middle)		Address		DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator/Non-Motorist		See Above					1	4	99	0	0	5	1	

→ Direction 1 = Vehicle 1 2 = Vehicle 2 X = Pedestrian
 ie: → 1 → 2 → X

Crash Diagram:

If Crash Did Not Occur
 on a Public Way:

- ☐ Off-Street Parking Lot
☐ Garage
☐ Mall/Shopping Center
☐ Other Private Way



Crash Narrative:

V1, Reg _____, operated by _____, was stopped at red light at intersection of Pine St. and North Pleasant St. V1 started turning right on red (legal turn at this intersection) and observed an unknown veh headed North through intersection. V1 stopped again to allow unknown veh through intersection. V2 collided with rear of V1. V2, Reg _____, operated by _____, sustained front end damage. V1 sustained damage to the rear of the veh. _____ was issued a MV citation for TBL failure to use care in stopping. Both vehicles drove away on their own power.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Yvonne M Feliciano
 Police Officer Name (Please Print)

Signature

102
 ID/Badge #

Amherst Police Department
 Department

Precinct/Barracks

01/08/2013
 Date

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
01/10/2013Time of Crash
1632
24HRCity/Town
AmherstNumber
Vehicles
2Number
Injured
1Speed Limit
Lat. _____
Lon. _____State Police ☐
Local Police ☐
MBTA Police ☐
Other: _____

AT INTERSECTION:

< LOCATION >

NOT AT INTERSECTION:

NORTH PLEASANT STRoute# Direction Name of Roadway/Street
A1**PINE ST**Route# Direction Name of Intersecting Roadway/Street
Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet ☐ N ☐ S ☐ E ☐ W of _____ or _____
Mile Marker Exit NumberFeet ☐ N ☐ S ☐ E ☐ W of Route# Intersecting Roadway/StreetFeet ☐ N ☐ S ☐ E ☐ W of _____

Landmark

Please Select One
of the Following:☒ Vehicle 1 #Occupants☐ Hit/Run☐ Moped

13-5-AC

License # _____ St _____ DOB/Age _____

Reg # _____ Reg Type _____ Reg State _____

Sex _____ Lic. Class ☐ 18 ☐ 18 Lic. Restrictions ☐ 10 ☐ 19 CDL _____
Endorsement _____Veh Year _____ Veh Make _____ Veh Config. ☐ 3 ☐ 20

Operator _____ Last _____ First _____ Middle _____

Owner _____ Last _____ First _____ Middle _____

Address _____

Address _____

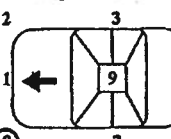
City _____ State _____ Zip _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Action Prior to Crash ☐ 1 ☐ 21

Damaged Area Code: (Circle Up to Three)

Vehicle Travel Direction: ☒ S ☐ E ☐ W Responding to Emergency? ☐ 2Event Sequence ☐ 1 ☐ 22 ☐ 22 ☐ 22 ☐ 22

0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Citation # (If Issued) _____

Most Harmful Event ☐ 1 ☐ 23Driver Contributing Code ☐ 1 ☐ 24 ☐ 24

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Under/Override ☐ 1 ☐ 25 Towed ☐ 2

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Belt 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transp. Code Medical Facility

Operator

See Above

5

5

3

3

0

4

1

Please Select One
of the Following:☐ Vehicle 2 #Occupants☐ Non-Motorist AType ☐ 14Action ☐ 15Location ☐ 16Condition ☐ 17☒ Hit/Run☐ Moped

License # _____ St _____ DOB/Age _____

Reg # _____ Reg Type _____ Reg State _____

Sex _____ Lic. Class ☐ 18 ☐ 18 Lic. Restrictions ☐ 19 CDL _____
Endorsement _____Veh Year _____ Veh Make _____ Veh Config. ☐ 20Operator unknown Last _____ First _____ Middle _____

Owner _____ Last _____ First _____ Middle _____

Address _____

Address _____

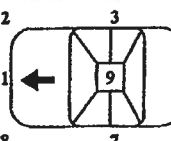
City _____ State _____ Zip _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Action Prior to Crash ☐ 1 ☐ 21

Damaged Area Code: (Circle Up to Three)

Vehicle Travel Direction: ☐ N ☐ S ☒ E ☐ W Responding to Emergency? _____Event Sequence ☐ 1 ☐ 22 ☐ 22 ☐ 22 ☐ 22

0 None
10 Undercarriage
11 Totaled
97 Other
99 Unknown

Citation # (If Issued) _____

Most Harmful Event ☐ 1 ☐ 23Driver Contributing Code ☐ 3 ☐ 24 ☐ 24

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Under/Override ☐ 1 ☐ 25 Towed ☐ 2

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Please fill out for operator/non-motorist and all occupants involved

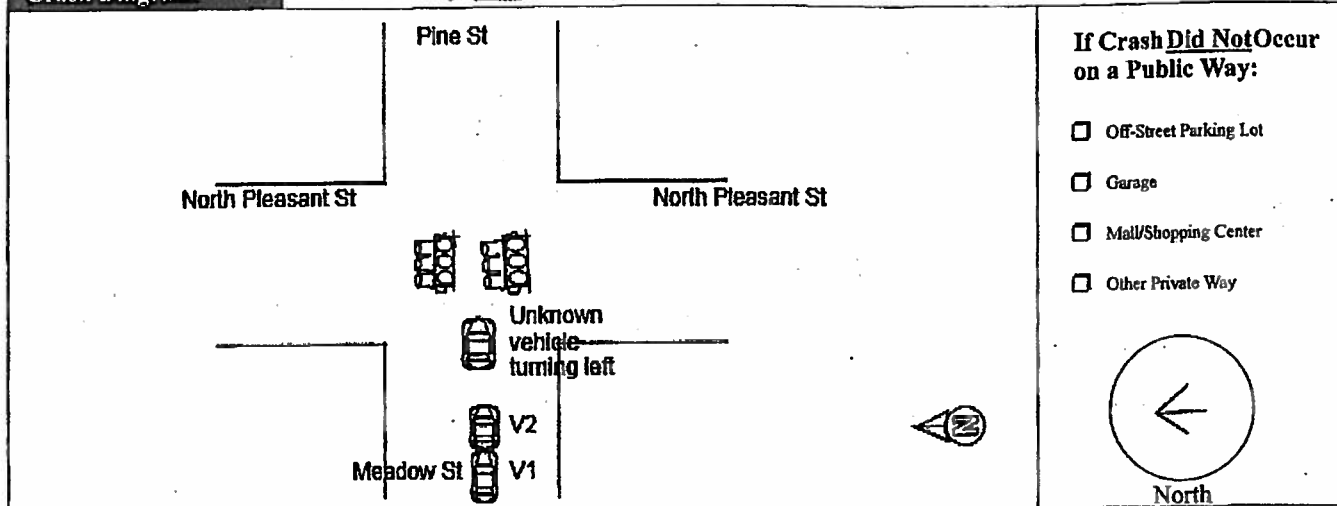
Name (Last First Middle) Address DOB/Age Sex 26 Seat Belt 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transp. Code Medical Facility

Operator/Non-Motorist

See Above

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 X = Pedestrian

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V2 was operating EB on Meadow St, at the 4-way intersection of Pine Street, N. Pleasant St and Meadow St. In front of V2, an unknown vehicle slowed and stopped to yield to oncoming traffic before making a lefthand turn. As V2 stopped behind the unknown vehicle, V1 failed to stop and subsequently rear ended V2. V2 sustained only small scrapes to the rear bumper. V1 had damage to the front registration plate. V1 also had both front air bags deploy and the windshield shatter. The operator of V1 stated the windshield was previously cracked and believed the collision caused the windshield to shatter.

was towed by Ernie's Towing. V1 was driven from the scene.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Matthew R Frydryk

111

Amherst Police Department 08/07/2013

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Commonwealth of Massachusetts

Date of Crash 02/16/2013	Time of Crash 0336 24HR	City/Town Amherst	Motor Vehicle Crash Police Report		Number Vehicles 1	Number Injured 0	Speed Limit <u>40</u> Lat. _____ Lon. _____	State Police <input type="checkbox"/> Local Police <input type="checkbox"/> MBTA Police <input type="checkbox"/> Other: _____
-----------------------------	-------------------------------	----------------------	--	--	-------------------------	------------------------	---	--

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

Route# <u>1</u> Direction <u>PINE ST</u> Name of Roadway/Street At Route# <u>2</u> Direction <u>EAST PLEASANT ST</u> Name of Intersecting Roadway/Street Also at Intersection with Route# <u>4</u> Direction _____ Name of Intersecting Roadway/Street	Route# _____ Direction _____ Address # _____ Name of Roadway/Street Feet <u>N</u> <u>S</u> <u>E</u> <u>W</u> of _____ Mile Marker _____ or _____ Exit Number Feet <u>N</u> <u>S</u> <u>E</u> <u>W</u> of _____ Route# _____ Intersecting Roadway/Street Feet <u>N</u> <u>S</u> <u>E</u> <u>W</u> of _____ Landmark
--	---

Please Select One of the Following: ☒ Vehicle 1 2 #Occupants ☐ Hlt/Run ☐ Moped

13-52-AC

License # _____ St _____ DOB/Age _____ Sex _____ Lic. Class <u>18</u> <u>18</u> Lic. Restrictions <u>1</u> <u>19</u> CDL Endorsement Operator _____ Last _____ First _____ Middle _____ Address _____ City _____ State _____ Zip _____ Insurance Company _____	Reg # _____ Reg Type _____ Reg State _____ Veh Year _____ Veh Make _____ Veh Config. <u>1</u> <u>20</u> Owner _____ Last _____ First _____ Middle _____ Address _____ City _____ State _____ Zip _____ Vehicle Action Prior to Crash <u>1</u> <u>21</u> Event Sequence <u>24</u> <u>27</u> <u>22</u> <u>35</u> <u>22</u> <u>22</u> Most Harmful Event <u>35</u> <u>23</u> Driver Contributing Code <u>14</u> <u>24</u> <u>10</u> <u>24</u> Underride/Override <u>1</u> <u>25</u> Towed <u>1</u>
---	--

Please fill out for operator and all occupants involved		DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Trap Code	Medical Facility
Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Trap Code	Medical Facility
Operator	See Above	---	---	0	5	99	0	0	5	1		

Please Select One of the Following: ☐ Vehicle 2 #Occupants ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hlt/Run ☐ Moped

License # _____ St _____ DOB/Age _____ Sex _____ Lic. Class <u>18</u> <u>18</u> Lic. Restrictions <u>1</u> <u>19</u> CDL Endorsement Operator _____ Last _____ First _____ Middle _____ Address _____ City _____ State _____ Zip _____ Insurance Company _____	Reg # _____ Reg Type _____ Reg State _____ Veh Year _____ Veh Make _____ Veh Config. <u>20</u> Owner _____ Last _____ First _____ Middle _____ Address _____ City _____ State _____ Zip _____ Vehicle Action Prior to Crash <u>21</u> Event Sequence <u>22</u> <u>22</u> <u>22</u> <u>22</u> Most Harmful Event <u>23</u> Driver Contributing Code <u>24</u> <u>24</u> Underride/Override <u>25</u> Towed _____
---	--

Please fill out for operator/non-motorist and all occupants involved		DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Trap Code	Medical Facility
Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Trap Code	Medical Facility
Operator/Non-Motorist	See Above	---	---									

Commonwealth of Massachusetts

Motor Vehicle Crash
Police ReportDate of Crash
05/01/2013Time of Crash
1824
24HRCity/Town
AmherstNumber
Vehicles
3Number
Injured
0Speed Limit 35
Lat. _____
Lon. _____State Police ☐
Local Police ☐
MBTA Police ☐
Other: _____

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

EAST PLEASANT ST

Route# Direction Name of Roadway/Street

At

STRONG ST

Route# Direction Name of Intersecting Roadway/Street

Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet ☐ ☐ ☐ ☐ ☐ of _____ or _____
Mile Marker Exit NumberFeet ☐ ☐ ☐ ☐ ☐ of Route# Intersecting Roadway/StreetFeet ☐ ☐ ☐ ☐ ☐ of

Landmark

Please Select One
of the Following:☒ Vehicle 1 #Occupants☐ Hit/Run☐ Moped

13-109-AC

License # _____ St. _____ DOB/Age _____

Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL _____

Operator. Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: ☒ ☐ ☐ ☐ ☐ Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

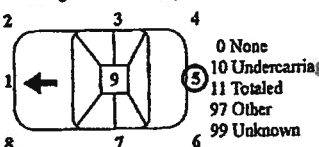
Owner. Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 2 21Event Sequence 1 22 22 22 22Most Harmful Event 1 23Driver Contributing Code 1 24 24Underride/Override 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)



Please fill out for operator and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transp. Code Medical Facility

Operator

See Above

DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transp. Code Medical Facility

Please Select One
of the Following:☒ Vehicle 2 #Occupants☐ Non-Motorist AType 14Action 15Location 16Condition 17☐ Hit/Run☐ Moped

License # _____ St. _____ DOB/Age _____

Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL _____

Operator. Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: ☒ ☐ ☐ ☐ ☐ Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20

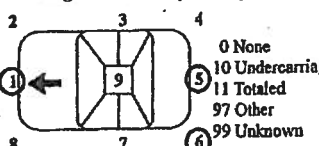
Owner. Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 2 21Event Sequence 1 22 22 22 22Most Harmful Event 1 23Driver Contributing Code 1 24 24Underride/Override 1 25 Towed 2

Damaged Area Code: (Circle Up to Three)



Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle) Address DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transp. Code Medical Facility

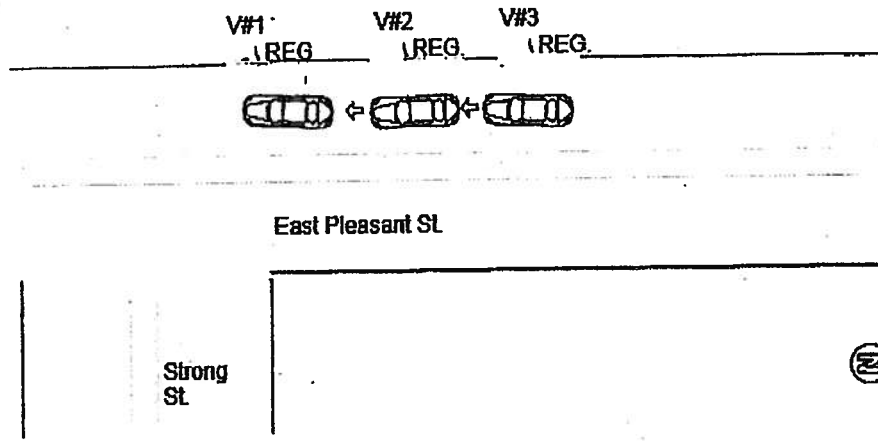
Operator/Non-Motorist

See Above

DOB/Age Sex 26 Seat Pos. 27 Safety System 28 Airbag Status 29 Airbag Switch 30 Eject Code 31 Trip Code 32 Injury Status 33 Transp. Code Medical Facility

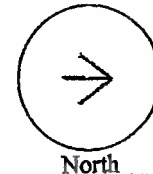
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 X = Pedestrian
 ie: → 1 → 2 → X

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V#1 a _____ bearing _____ REG. _____ was being operated by _____, V#2 a _____ bearing _____ REG. _____ was being operated by _____ and V#3 a _____ REG. _____ was being operated by _____ V#1, V#2 and V#3 were all traveling south on East Pleasant St. _____ stated that the vehicle in front of her made a left hand turn onto Strong St. giving a late signal. _____ stopped her vehicle causing _____ to stop his vehicle. _____ attempted to stop causing her vehicle to skid approximately 30 ft. then collide with _____. The impact from V#3 striking V#2 caused V#2 to collide with V#1. V#3 had heavy front end damage and needed to be towed. V#2 sustained front and rear end damage. V#1 sustained rear end damage. V#1 and V#2 were able to be driven away. No injuries reported.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Samuel W Hebb

Police Officer Name (Please Print)

Signature

126

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

05/01/2013

Date

Motor Vehicle Crash Police Report

Date of Crash 09/03/2013	Time of Crash 1608	City/Town Amherst	<h2 style="text-align: center;">Motor Vehicle Crash Police Report</h2>	Number Vehicles 2	Number Injured 0	Speed Limit <u>30</u>	State Police <input type="checkbox"/>
						Lat. _____	Local Police <input checked="" type="checkbox"/>
						Lon. _____	MBTA Police <input type="checkbox"/>
						Other: _____	

LOCATION

NOT AT INTERSECTION:

Route#		Direction	Name of Roadway/Street
			MEADOW ST
			At
Route#		Direction	Name of Intersecting Roadway/Street
			NORTH PLEASANT ST
			Also at Intersection with
Route#		Direction	Name of Intersecting Roadway/Street

Route#		Direction	Address #	Name of Roadway/Street	
		Feet	N S E W	of	• or
					Mile Marker Exit Number
		Feet	N S E W	of	
					Route# Intersecting Roadway/Street
		Feet	N S E W	of	
					Landmark

Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle <u>11</u> #Occupants	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped	13-228-AC

License #	S.	DOB/Age	Reg #	Reg Type.	Reg State
Sex	Lic. Class	Lic. Restrictions	CDL Endorsement	Veh Year.	Veh Make
Operator.	Address	City.	State.	Zip.	
Insurance Company	Veh. Travel Direction:	Responding to Emergency?	Citation # (If Issued)	Vehicle Action Prior to Crash	Event Sequence
Viol. 1: Ch/Sec/Sub	Viol. 2: Ch/Sec/Sub	Viol. 3: Ch/Sec/Sub	Viol. 4: Ch/Sec/Sub	Driver Contributing Code	Underride/Override

[illegible]

Please Select One of the Following:		<input type="checkbox"/> Vehicle 21 #Occupants	<input type="checkbox"/> Non-Motorist A	Type	14	Action	-15	Location	16	Condition	17	<input checked="" type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped
-------------------------------------	--	--	---	------	----	--------	-----	----------	----	-----------	----	---	--------------------------------

License # _____	St _____	DOB/Age _____	Reg # _____	Reg Type _____	Reg State _____								
Sex _____	Lic. Class <table border="1" style="display: inline-table; width: 40px; height: 20px; text-align: center;"><tr><td>18</td><td>18</td></tr></table>	18	18	Lic. Restrictions <table border="1" style="display: inline-table; width: 40px; height: 20px; text-align: center;"><tr><td>19</td></tr></table>	19	CDL Endorsement _____	Veh Year _____	Veh Make _____					
18	18												
19													
Operator <u>unknown</u>			Veh Config. <table border="1" style="display: inline-table; width: 40px; height: 20px; text-align: center;"><tr><td>20</td></tr></table>			20							
20													
<div style="display: flex; justify-content: space-between;"> Last First Middle </div>			<div style="display: flex; justify-content: space-between;"> Last First Middle </div>										
Address _____			Address _____										
City _____ State _____ Zip _____			City _____ State _____ Zip _____										
Insurance Company _____			Vehicle Action Prior to Crash <table border="1" style="display: inline-table; width: 40px; height: 20px; text-align: center;"><tr><td>21</td></tr></table>			21							
21													
Vehicle Travel Direction: <table border="1" style="display: inline-table; width: 60px; height: 20px; text-align: center;"><tr><td>N</td><td>S</td><td>E</td><td>W</td></tr></table> Responding to Emergency? _____			N	S	E	W	Event Sequence <table border="1" style="display: inline-table; width: 80px; height: 20px; text-align: center;"><tr><td>22</td><td>22</td><td>22</td><td>22</td></tr></table>			22	22	22	22
N	S	E	W										
22	22	22	22										
Citation # (If Issued) _____			Most Harmful Event <table border="1" style="display: inline-table; width: 40px; height: 20px; text-align: center;"><tr><td>23</td></tr></table>			23							
23													
Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____			Driver Contributing Code <table border="1" style="display: inline-table; width: 60px; height: 20px; text-align: center;"><tr><td>24</td><td>24</td></tr></table>			24	24						
24	24												
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____			Underride/Override <table border="1" style="display: inline-table; width: 40px; height: 20px; text-align: center;"><tr><td>25</td></tr></table> Towed _____			25							
25													

[illegible]

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 X = Pedestrian
 ie: → 1 → 2 → X

Crash Diagram:

Meadow St

North Pleasant St

North

If Crash Did Not Occur on a Public Way:

☐ Off-Street Parking Lot

☐ Garage

☐ Mall/Shopping Center

☐ Other Private Way

Crash Narrative:

V1 was attempting to make a right turn from North Pleasant St on to Meadow St when the vehicle contacted the traffic control signal and knocked it to the ground. No damage was noted to the vehicle. Significant damage to the traffic control pole and signal.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property
TOWN OF AMHERST DPW	8 PLEASANT ST AMHERST MA 01002			TRAFFIC CONTROL SIGNAL

Truck and Bus Information:

Registration # **M621HZ** (From Vehicle Section)

Carrier Name **Western Express Inc** Carrier Issuing Authority Code **1** ³⁵

Address **7135 CENTENNIAL PL** City **NASHVILLE** St **TN** Zip **37209**

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate ³⁶

Cargo Body Type Code ³⁷ Gross Vehicle Weight ³⁸

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length ³⁹

Hazmat Information:

Placard ⁴⁰ Material 1 digit # ⁴¹ Material Name _____ Material 4 digit # _____ Release code ⁴²

Patrol Officer Glenn M Jackson

59

Amherst Police Department

09/10/2013

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

Motor Vehicle Crash Police Report

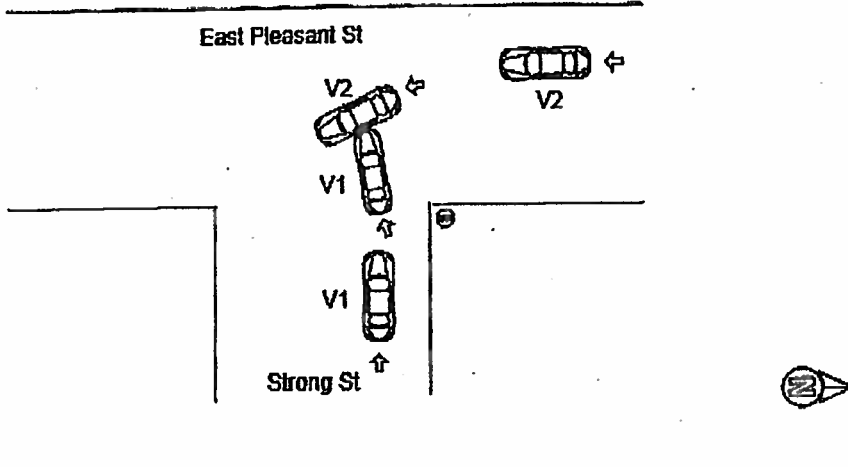
Number Vehicles	Number Injured	Speed Limit <u>35</u>	State Police <input type="checkbox"/>
<u>2</u>	<u>0</u>	Lat. _____	Local Police <input checked="" type="checkbox"/>
		Lon. _____	MBTA Police <input type="checkbox"/>
			Other: _____

NOT AT INTERSECTION:

[illegible]

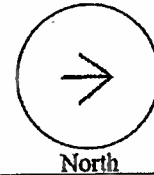
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 X = Pedestrian
 ie: → 1 → 2 → X

Crash Diagram:



If Crash Did Not Occur
on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V1 started from a stopped position at the stop sign on Strong St. attempted to make a left turn from strong St on to East Pleasant St. V2 was making a left turn from East Pleasant St on to Strong St. V1 operator failed to use care in starting/turning and crashed in to the drivers side door of v2. V1 operator issued warning for TBL A7S4 fail to use care starting. No tow needed for either vehicle.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Glenn M Jackson

Police Officer Name (Please Print)

Signature

59

ID/Badge #

Amherst Police Department

Department

Precinct/Baracks

09/09/2013

Date

Commonwealth of Massachusetts

Date of Crash 09/09/2013	Time of Crash 1229 24HR	City/Town Amherst	<h2 style="text-align: center;">Motor Vehicle Crash Police Report</h2>	Number Vehicles 1	Number Injured 0	Speed Limit <u>25</u> Lat. _____ Lon. _____	State Police <input type="checkbox"/> Local Police <input checked="" type="checkbox"/> MBTA Police <input type="checkbox"/> Other _____ <input type="checkbox"/>
-----------------------------	-------------------------------	----------------------	--	-------------------------	------------------------	---	---

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

NORTH PLEASANT ST			
Route#	Direction	Name of Roadway/Street	
At			
MEADOW ST			
Route#	Direction	Name of Intersecting Roadway/Street	
Also at Intersection with			
Route#	Direction	Name of Intersecting Roadway/Street	

Route#	Direction	Address #	Name of Roadway/Street	
Feet	<div style="border: 1px solid black; padding: 2px;">N</div> <div style="border: 1px solid black; padding: 2px;">S</div> <div style="border: 1px solid black; padding: 2px;">E</div> <div style="border: 1px solid black; padding: 2px;">W</div>	of	_____ • _____	or _____
			Mile Marker	Exit Number
Feet	<div style="border: 1px solid black; padding: 2px;">N</div> <div style="border: 1px solid black; padding: 2px;">S</div> <div style="border: 1px solid black; padding: 2px;">E</div> <div style="border: 1px solid black; padding: 2px;">W</div>	of	Route#	Intersecting Roadway/Street
Feet	<div style="border: 1px solid black; padding: 2px;">N</div> <div style="border: 1px solid black; padding: 2px;">S</div> <div style="border: 1px solid black; padding: 2px;">E</div> <div style="border: 1px solid black; padding: 2px;">W</div>	of	Landmark	

Please Select One of the Following:	<input checked="" type="checkbox"/> Vehicle <u>11</u> #Occupants	<input type="checkbox"/> Hit/Run	<input type="checkbox"/> Moped	13-236-AC
-------------------------------------	--	----------------------------------	--------------------------------	------------------

License # _____ St _____ DOB/Age _____ Reg # _____ Reg Type _____ Reg State _____
Sex _____ Lic. Class

A	18	18
---	----	----

 Lic. Restrictions

1	19
---	----

 CDL _____ Veh Year _____ Veh Make _____ Veh Config.

10	20
----	----

Endorsement _____

Operator		Owner	
Last	First Middle	Last	First Middle
Address		Address	

City. _____ State _____ Zip _____ City. _____ State _____ Zip _____

Insurance Company _____ Vehicle Action Prior to Crash **3** Damaged Area Code: (Circle Up to Three)
 _____ 2 3 4

Vehicle Travel Direction: ☐ N ☐ S ☐ E ☒ W Responding to Emergency? 2 Event Sequence

23	22	22	22	22
----	----	----	----	----

 ☒ None

Citation # (If Issued) _____ Most Harmful Event **23** ²³ **1** **9** **5** **10** Undercarriage **11** Totaled **22** Other

Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub / Driver Contributing Code

1	24	24
---	----	----

8	7	6
---	---	---

 97 Other
99 Unknown

Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub / Underide/Override 1 ²⁵ Towed 2

Please fill out for operator and all occupants involved		DOB/Age		Sex	26 Seat Pos.	27 Safety Seat	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
---	--	---------	--	-----	--------------------	----------------------	------------------------	------------------------	---------------------	--------------------	------------------------	-----------------------	------------------

Name (Last First Middle)	Address	Birthdate	Sex	Age	Height	Weight	1	2	3	4	5	6	7	8	9	10	11	12
Quarles	See Above	-----	---	---	1	5	4	0	0	5	1							

[illegible][illegible][illegible][illegible]

Please Select One	<input type="checkbox"/> Vehicle 2	#Occupants	<input type="checkbox"/> Non-Motorist A	Type	14 Action	15 Location	16 Condition	17 <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped
-------------------	------------------------------------	------------	---	------	-----------	-------------	--------------	--

of the Following:	Reg No	Reg Type	Reg State

License # _____ SI _____ DOB/Age _____ Reg # _____ 20
 18 18 19 Vch Year _____ Vch Make _____ Vch Config. _____

Sex _____ Lic. Class _____ Lic. Restrictions _____ CDL _____
Endorsement _____

Owner _____

Operator _____
Last First Middle

Address _____ City _____ State _____ Zip _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash 21 Damaged Area Code: (Circle Up to Three)

Insurance Company _____

Event Sequence

22	22	22	22
----	----	----	----

2 3 4

Vehicle Travel Direction:

N	S	E	W
---	---	---	---

 Responding to Emergency: _____ Event Sequence:

--	--	--	--	--	--

 Most Harmful Event:

		23		
--	--	----	--	--

 10 Undercarriage Damage:

		9		
--	--	---	--	--

 5

Citation # (If Issued) _____ Most Common From _____
Driver Contributing Code _____ 24 24
11 Totalled
97 Other
20 Unknown

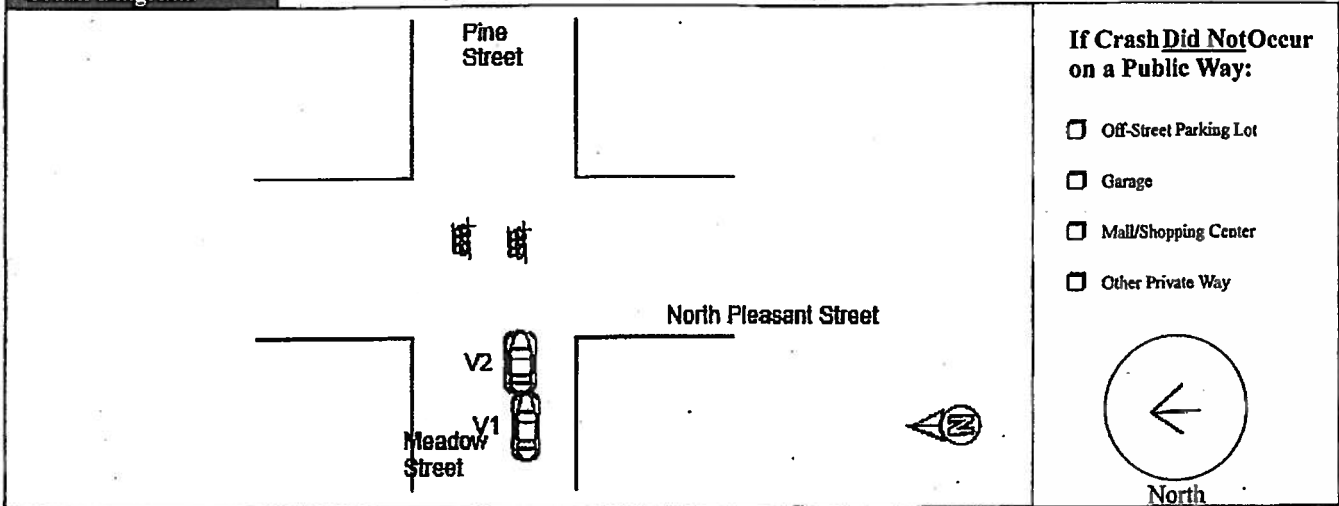
Viol. 1: Ch/Sec/Sub 1 Viol. 2: Ch/Sec/Sub 1 Direct Controlling Code 8 7 6 99 Unknown
Underide/Override 25 Towed 8

[illegible][illegible][illegible][illegible][illegible][illegible]

Approved for Release by NSA on 08-25-2013 pursuant to E.O. 13526

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 O = Pedestrian
 ie: → 1 → 2 → O

Crash Diagram:



Crash Narrative:

V2 was stopped facing EB at the red traffic signal light on Meadow Street. V1 (unknown vehicle) rear ended V2 while in traffic. When V2 pulled over to exchange information, V1 left the scene. The operator of V2 stated that V1 was a red SUV with a registration. There was the number 3 in the reg. The operator of V2 did not see what the operator of V1 looked like.

V2 sustained some scratches to the rear bumper and a dent in the back hatch.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Matthew R Frydryk

Police Officer Name (Please Print)

Signature

111

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

09/03/2013

Date

Commonwealth of Massachusetts

Date of Crash 05/01/2013 Time of Crash 1824 City/Town Amherst

Motor Vehicle Crash
Police Report

Number Vehicles 3 Number Injured 0

Speed Limit 35 Lat. _____ Lon. _____

State Police ☐ Local Police ☐ MBTA Police ☐ Other ☐

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

EAST PLEASANT ST

Route# Direction Name of Roadway/Street

At

STRONG ST

Route# Direction Name of Intersecting Roadway/Street

Also at Intersection with

Route# Direction Name of Intersecting Roadway/Street

Route# Direction Address # Name of Roadway/Street

Feet N S E W of _____ Mile Marker _____ Exit Number _____

Feet N S E W of _____ Route# _____ Intersecting Roadway/Street _____

Feet N S E W of _____ Landmark _____

Please Select One of the Following:

☒ Vehicle 31 #Occupants ☐ Hit/Run ☐ Moped

13-109-AC

License # _____ St. _____ DOB/Age _____

Sex _____ Lic. Class ☐ 18 ☐ 18 Lic. Restrictions ☐ 1 ☐ 19 CDL Endorsement

Operator _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: ☒ N ☒ E ☒ W Responding to Emergency? ☐ 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. ☐ 1 ☐ 20

Owner _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash ☐ 1 ☐ 21 Damaged Area Code: (Circle Up to Three)

Event Sequence ☐ 22 ☐ 22 ☐ 22 ☐ 22 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10 ☐ 11 ☐ 12 ☐ 13 ☐ 14 ☐ 15 ☐ 16 ☐ 17 ☐ 18 ☐ 19 ☐ 20 ☐ 21 ☐ 22 ☐ 23 ☐ 24 ☐ 25 ☐ 26 ☐ 27 ☐ 28 ☐ 29 ☐ 30 ☐ 31 ☐ 32 ☐ 33 ☐ 34 ☐ 35 ☐ 36 ☐ 37 ☐ 38 ☐ 39 ☐ 40 ☐ 41 ☐ 42 ☐ 43 ☐ 44 ☐ 45 ☐ 46 ☐ 47 ☐ 48 ☐ 49 ☐ 50 ☐ 51 ☐ 52 ☐ 53 ☐ 54 ☐ 55 ☐ 56 ☐ 57 ☐ 58 ☐ 59 ☐ 60 ☐ 61 ☐ 62 ☐ 63 ☐ 64 ☐ 65 ☐ 66 ☐ 67 ☐ 68 ☐ 69 ☐ 70 ☐ 71 ☐ 72 ☐ 73 ☐ 74 ☐ 75 ☐ 76 ☐ 77 ☐ 78 ☐ 79 ☐ 80 ☐ 81 ☐ 82 ☐ 83 ☐ 84 ☐ 85 ☐ 86 ☐ 87 ☐ 88 ☐ 89 ☐ 90 ☐ 91 ☐ 92 ☐ 93 ☐ 94 ☐ 95 ☐ 96 ☐ 97 ☐ 98 ☐ 99 ☐ 100

Most Harmful Event ☐ 1 ☐ 23Driver Contributing Code ☐ 20 ☐ 24 ☐ 24Underride/Override ☐ 1 ☐ 25 Towed ☐ 1

Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Belt	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator	See Above	-----	---	---	1	4	1	0	0	5	1	

Please Select One of the Following:

☐ Vehicle 4 #Occupants ☐ Non-Motorist A Type ☐ 14 Action ☐ 15 Location ☐ 16 Condition ☐ 17 ☐ Hit/Run ☐ Moped

License # _____ St. _____ DOB/Age _____

Sex _____ Lic. Class ☐ 18 ☐ 18 Lic. Restrictions ☐ 1 ☐ 19 CDL Endorsement

Operator _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: ☒ N ☒ S ☒ E ☒ W Responding to Emergency? ☐

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. ☐ 20

Owner _____ Last _____ First _____ Middle _____

Address _____

City _____ State _____ Zip _____

Vehicle Action Prior to Crash ☐ 21 Damaged Area Code: (Circle Up to Three)

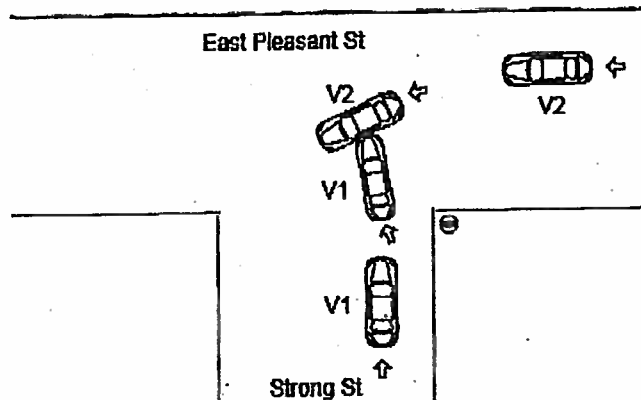
Event Sequence ☐ 22 ☐ 22 ☐ 22 ☐ 22 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10 ☐ 11 ☐ 12 ☐ 13 ☐ 14 ☐ 15 ☐ 16 ☐ 17 ☐ 18 ☐ 19 ☐ 20 ☐ 21 ☐ 22 ☐ 23 ☐ 24 ☐ 25 ☐ 26 ☐ 27 ☐ 28 ☐ 29 ☐ 30 ☐ 31 ☐ 32 ☐ 33 ☐ 34 ☐ 35 ☐ 36 ☐ 37 ☐ 38 ☐ 39 ☐ 40 ☐ 41 ☐ 42 ☐ 43 ☐ 44 ☐ 45 ☐ 46 ☐ 47 ☐ 48 ☐ 49 ☐ 50 ☐ 51 ☐ 52 ☐ 53 ☐ 54 ☐ 55 ☐ 56 ☐ 57 ☐ 58 ☐ 59 ☐ 60 ☐ 61 ☐ 62 ☐ 63 ☐ 64 ☐ 65 ☐ 66 ☐ 67 ☐ 68 ☐ 69 ☐ 70 ☐ 71 ☐ 72 ☐ 73 ☐ 74 ☐ 75 ☐ 76 ☐ 77 ☐ 78 ☐ 79 ☐ 80 ☐ 81 ☐ 82 ☐ 83 ☐ 84 ☐ 85 ☐ 86 ☐ 87 ☐ 88 ☐ 89 ☐ 90 ☐ 91 ☐ 92 ☐ 93 ☐ 94 ☐ 95 ☐ 96 ☐ 97 ☐ 98 ☐ 99 ☐ 100

Most Harmful Event ☐ 23Driver Contributing Code ☐ 24 ☐ 24Underride/Override ☐ 25 Towed _____

Please fill out for operator/non-motorist and all occupants involved

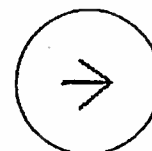
Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Belt	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
Operator/Non-Motorist	See Above	-----	---	---								

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



North

Crash Narrative:

V1 started from a stopped position at the stop sign on Strong St. attempted to make a left turn from strong St on to East Pleasant St. V2 was making a left turn from East Pleasant St on to Strong St. V1 operator failed to use care in starting/turning and crashed in to the drivers side door of v2. V1 operator issued warning for TBL A7S4 fail to use care starting. No tow needed for either vehicle.

Witnesses:

Witnesses:			
Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Property Damage:				
Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code _____

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate _____

Cargo Body Type Code	37	Gross Vehicle Weight	38
----------------------	----	----------------------	----

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length _____

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code _____

Patrol Officer Glenn M Jackson

Police Officer Name (Please Print)

Signature

59

ID/Badge #

Amherst Police Department

Department

Precinct/Battacks

09/09/2013

Date _____

Commonwealth of Massachusetts

Date of Crash
08/07/2013

Time of Crash
1743
24HR

City/Town
Amherst

Motor Vehicle Crash
Police Report

Number
Vehicles
2

Number
Injured
2

Speed Limit 30
Lat. _____
Lon. _____

State Police ☐
Local Police ☐
MBTA Police ☐
Other: _____

AT INTERSECTION:

LOCATION

NOT AT INTERSECTION:

Route# Direction MEADOW ST
Name of Roadway/Street
At

Route# Direction NORTH PLEASANT ST
Name of Intersecting Roadway/Street
Also at Intersection with

Route# Direction _____
Name of Intersecting Roadway/Street

Route# Direction Address # _____
Name of Roadway/Street
____ Feet N S E W of _____ or _____
Mile Marker Exit Number

____ Feet N S E W of _____
Route# Intersecting Roadway/Street
____ Feet N S E W of _____

Landmark

Please Select One
of the Following:☒ Vehicle 1 #Occupants ☐ Hit/Run ☐ Moped

13-200-AC

License # _____ St. _____ DOB/Age _____

Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL _____
sementOperator _____
Last First Middle

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: N S X W Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20Owner _____
First MiddleAddress _____
City _____ State _____ Zip _____Vehicle Action Prior to Crash 1 21 Damaged Area Code: (Circle Up to Three)Event Sequence 1 22 22 22 22 2 3 4 5 10 11 97 99
Most Harmful Event 1 23Driver Contributing Code 19 24 5 24Underride/Overide 1 25 Towed 1

Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
--------------------------	---------	---------	-----	--------------------	------------------------	------------------------	------------------------	---------------------	--------------------	------------------------	-----------------------	------------------

Operator	See Above	-----	---	---	1	1	4	0	0	4	1	

Please Select One
of the Following:☒ Vehicle 2 #Occupants ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

License # _____ St. _____ DOB/Age _____

Sex _____ Lic. Class D 18 18 Lic. Restrictions 1 19 CDL _____
EndorsementOperator _____
Last First Middle

Address _____

City _____ State _____ Zip _____

Insurance Company _____

Vehicle Travel Direction: N S X W Responding to Emergency? 2

Citation # (If Issued) _____

Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____

Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____

Reg # _____ Reg Type _____ Reg State _____

Veh Year _____ Veh Make _____ Veh Config. 1 20Owner _____
First MiddleAddress _____
City _____ State _____ Zip _____Vehicle Action Prior to Crash 2 21 Damaged Area Code: (Circle Up to Three)Event Sequence 1 22 22 22 22 2 3 4 5 10 11 97 99
Most Harmful Event 1 23Driver Contributing Code 1 24 24Underride/Overide 1 25 Towed 1

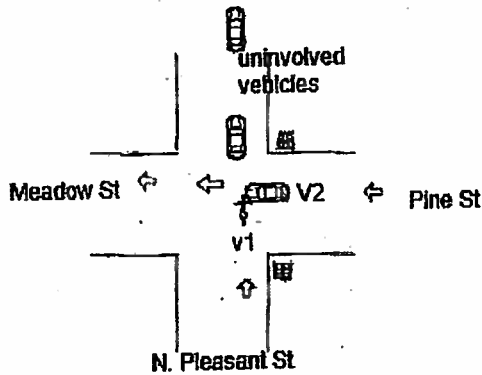
Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trap Code	32 Injury Status	33 Transp. Code	Medical Facility
--------------------------	---------	---------	-----	--------------------	------------------------	------------------------	------------------------	---------------------	--------------------	------------------------	-----------------------	------------------

Operator/Non-Motorist	See Above	-----	---	---	1	4	4	0	0	4	1	

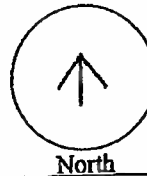
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian
 ie: → 1 → 2 → ○

Crash Diagram:



If Crash **Did Not** Occur
on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V1 had been NB on N. Pleasant St. Stopped at red lens, 3rd vehicle in line. Lens turned green and both cars ahead of V1 proceeded north thru intersection. V1 began to enter the intersection and was struck by V2. V2 had been WB on Pine St, ran a red lens, and struck V1. V2 continued on, accelerated and proceeded WB on Meadow St without stopping at the accident. V1 is a motorcycle. Due to the impact, V1 fell onto its left side and the operator fell to the ground. V1 operator described V2 as a silver sedan, possibly a Toyota, operated by a female driver with long hair. Vehicle not located. V1 able to proceed to Montague Rd, V2 AT FAULT. Since V1 had a green lens, V2 had a red lens. Red lens and Hit and Run violations.

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Linda Newcomb

Police Officer Name (Please Print)

Signature

47

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

01/11/2013

Date

Commonwealth of Massachusetts

Date of Crash 10/06/2013	Time of Crash 1412 24HR	City/Town Amherst	Motor Vehicle Crash Police Report	Number Vehicles 2	Number Injured 0	Speed Limit <u>35</u> Lat. _____ Lon. _____	State Police <input type="checkbox"/> Local Police <input type="checkbox"/> MBTA Police <input type="checkbox"/> Other: _____
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AT INTERSECTION:

< LOCATION >

NOT AT INTERSECTION:

1	Route# _____ Direction _____	Name of Roadway/Street EAST PLEASANT ST	Route# _____ Direction _____	Address # _____	Name of Roadway/Street
	At _____		_____ Feet <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ or _____		
	Route# _____ Direction _____	Name of Intersecting Roadway/Street STRONG ST	Mile Marker _____ Exit Number _____		
		Also at Intersection with _____	_____ Feet <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____		
3	Route# _____ Direction _____	Name of Intersecting Roadway/Street	Route# _____ Intersecting Roadway/Street		
			_____ Feet <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____		
Landmark _____					

Please Select One of the Following:

☒ Vehicle 1 #Occupants 1 ☐ Hit/Run ☐ Moped

13-267-AC

License # _____ St _____ DOB/Age _____	Reg # _____ Reg Type _____ Reg State _____
Sex _____ Lic. Class <u>D</u> <u>18</u> <u>18</u> Lic. Restrictions <u>1</u> <u>19</u> CDL _____	Veh Year _____ Veh Make _____ Veh Config. <u>1</u> <u>20</u>
Operator: Last _____ First _____ Middle _____	Owner: Last _____ First _____ Middle _____
Address _____	Address _____
City _____ State _____ Zip _____	City _____ State _____ Zip _____
Insurance Company _____	Vehicle Action Prior to Crash <u>1</u> <u>21</u>
Vehicle Travel Direction: <input checked="" type="checkbox"/> N <input checked="" type="checkbox"/> E <input checked="" type="checkbox"/> W Responding to Emergency? <u>2</u>	Damaged Area Code: (Circle Up to Three)
Citation # (If Issued) _____	Event Sequence <u>1</u> <u>22</u> <u>22</u> <u>22</u> <u>22</u>
Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____	Most Harmful Event <u>1</u> <u>23</u>
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____	Driver Contributing Code <u>1</u> <u>24</u> <u>24</u>
	Underride/Override <u>1</u> <u>25</u> Towed <u>1</u>

Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transep. Code	Medical Facility
Operator	See Above	-----	---	---	1	4	4	0	0	5	1	

Please Select One of the Following:

☒ Vehicle 2 #Occupants 1 ☐ Non-Motorist A Type 14 Action 15 Location 16 Condition 17 ☐ Hit/Run ☐ Moped

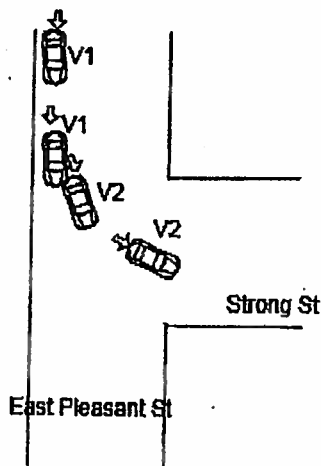
License # _____ St _____ DOB/Age _____	Reg # _____ Reg Type _____ Reg State _____
Sex _____ Lic. Class <u>D</u> <u>18</u> <u>18</u> Lic. Restrictions <u>1</u> <u>19</u> CDL _____	Veh Year _____ Veh Make _____ Veh Config. <u>1</u> <u>20</u>
Operator: Last _____ First _____ Middle _____	Owner: Last _____ First _____ Middle _____
Address _____	Address _____
City _____ State _____ Zip _____	City _____ State _____ Zip _____
Insurance Company _____	Vehicle Action Prior to Crash <u>4</u> <u>21</u>
Vehicle Travel Direction: <input checked="" type="checkbox"/> N <input checked="" type="checkbox"/> E <input checked="" type="checkbox"/> W Responding to Emergency? <u>2</u>	Damaged Area Code: (Circle Up to Three)
Citation # (If Issued) _____	Event Sequence <u>1</u> <u>22</u> <u>22</u> <u>22</u> <u>22</u>
Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____	Most Harmful Event <u>1</u> <u>23</u>
Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____	Driver Contributing Code <u>1</u> <u>24</u> <u>24</u>
	Underride/Override <u>1</u> <u>25</u> Towed <u>1</u>

Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transep. Code	Medical Facility
Operator/Non-Motorist	See Above	-----	---	---	1	4	3	0	0	5	1	

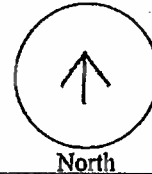
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 O = Pedestrian
 ie: → 1 → 2 → O

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V2 was on East Pleasant St waiting for traffic to clear so a left turn could be made. V1 approached the intersection from the North. The operator observed the turning vehicle in front of him and applied breaks. Due to the wet road and the slippery conditions v1 slid and crashed in to the rear of v2. Both vehicles were towed from the scene due to heavy body damage.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Glenn M Jackson

Police Officer Name (Please Print)

Signature

59

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

10/07/2013

Date

Commonwealth of Massachusetts

Date of Crash 10/07/2013	Time of Crash 1113 24HR	City/Town Amherst	Motor Vehicle Crash Police Report	Number Vehicles 1	Number Injured 0	Speed Limit <u>35</u> Lat. _____ Lon. _____	State Police <input type="checkbox"/> Local Police <input type="checkbox"/> MBTA Police <input type="checkbox"/> Other: _____
-----------------------------	-------------------------------	----------------------	--	-------------------------	------------------------	---	--

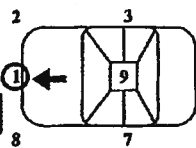
AT INTERSECTION:

< LOCATION >

NOT AT INTERSECTION:

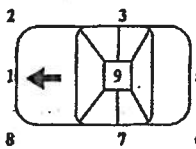
1	Route# <u>PINE ST</u>	Direction _____	Name of Roadway/Street _____	Route# _____	Direction _____	Address # _____	Name of Roadway/Street _____
	At _____			Feet <u>N S E W</u> of _____ or _____ Exit Number _____			
	Route# _____	Direction _____	Name of Intersecting Roadway/Street _____	Feet <u>N S E W</u> of _____			
2	Also at Intersection with _____			Route# _____ Intersecting Roadway/Street _____			
	Route# _____	Direction _____	Name of Intersecting Roadway/Street _____	Feet <u>N S E W</u> of _____			
	Landmark _____						

3	Please Select One of the Following: <input checked="" type="checkbox"/> Vehicle <u>1</u> #Occupants _____ <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped	13-268-AC
---	---	-----------

4	License # _____ St _____ DOB/Age _____	Reg # _____ Reg Type _____ Reg State _____
	Sex _____ Lic. Class <u>D</u> <u>18</u> <u>18</u> Lic. Restrictions <u>1</u> <u>19</u> CDL _____	Veh Year _____ Veh Make _____ Veh Config. <u>1</u> <u>20</u>
	Operator _____ Last _____ First _____ Middle _____	Owner _____ Last _____ First _____ Middle _____
5	Address _____	Address _____
	City _____ State _____ Zip _____	City _____ State _____ Zip _____
	Insurance Company _____	Vehicle Action Prior to Crash <u>4</u> <u>21</u>
6	Vehicle Travel Direction: <u>N S E W</u> Responding to Emergency? <u>2</u>	Event Sequence <u>22</u> <u>22</u> <u>22</u> <u>22</u>
	Citation # (If Issued) _____	Most Harmful Event <u>28</u> <u>23</u>
	Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____	Driver Contributing Code <u>19</u> <u>24</u> <u>24</u>
7	Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____	Underride/Override <u>1</u> <u>25</u> Towed <u>2</u>
		
	Damaged Area Code: (Circle Up to Three) 0 None 10 Undercarriage 11 Totaled 97 Other 99 Unknown	

Please fill out for operator and all occupants involved		DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transp. Code	Medical Facility
Name (Last First Middle)	Address											
Operator	See Above	-----	---	---	1	4	4	0	0	5	1	

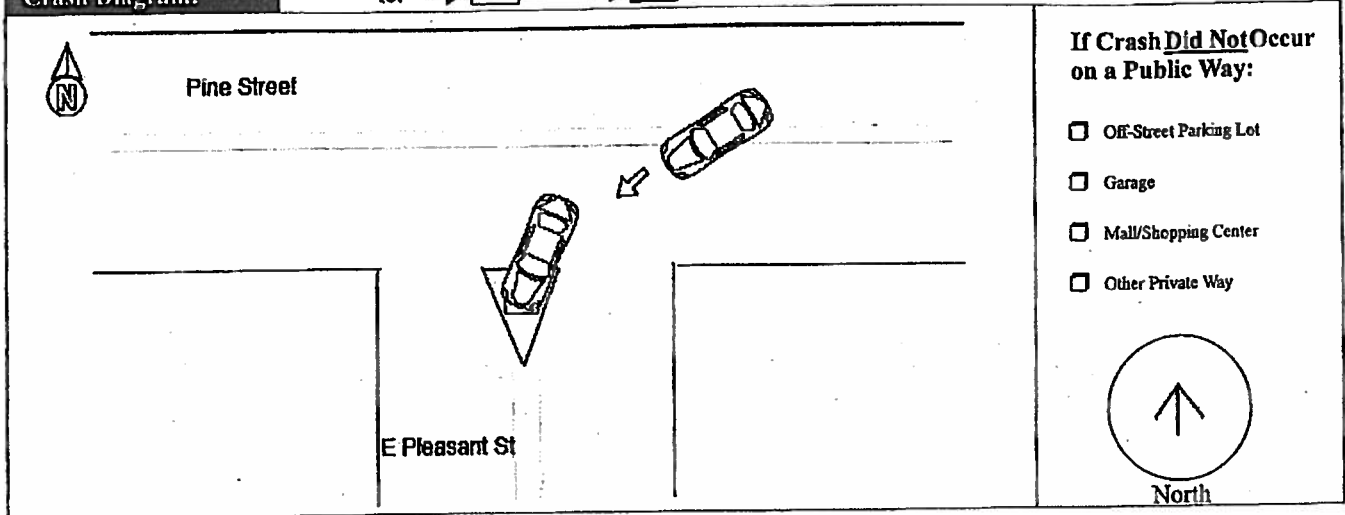
7	Please Select One of the Following: <input type="checkbox"/> Vehicle <u>2</u> #Occupants _____ <input type="checkbox"/> Non-Motorist A Type <u>14</u> Action <u>15</u> Location <u>16</u> Condition <u>17</u> <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped
---	--

8	License # _____ St _____ DOB/Age _____	Reg # _____ Reg Type _____ Reg State _____
	Sex _____ Lic. Class <u>18</u> <u>18</u> Lic. Restrictions <u>19</u> CDL _____	Veh Year _____ Veh Make _____ Veh Config. <u>20</u>
	Operator _____ Last _____ First _____ Middle _____	Owner _____ Last _____ First _____ Middle _____
9	Address _____	Address _____
	City _____ State _____ Zip _____	City _____ State _____ Zip _____
	Insurance Company _____	Vehicle Action Prior to Crash <u>21</u>
10	Vehicle Travel Direction: <u>N S E W</u> Responding to Emergency? _____	Event Sequence <u>22</u> <u>22</u> <u>22</u> <u>22</u>
	Citation # (If Issued) _____	Most Harmful Event <u>23</u>
	Viol. 1: Ch/Sec/Sub _____ / _____ Viol. 2: Ch/Sec/Sub _____ / _____	Driver Contributing Code <u>24</u> <u>24</u>
11	Viol. 3: Ch/Sec/Sub _____ / _____ Viol. 4: Ch/Sec/Sub _____ / _____	Underride/Override <u>25</u> Towed _____
		
	Damaged Area Code: (Circle Up to Three) 0 None 10 Undercarriage 11 Totaled 97 Other 99 Unknown	

Please fill out for operator/non-motorist and all occupants involved		DOB/Age	Sex	26 Seat Pos.	27 Safety System	28 Airbag Status	29 Airbag Switch	30 Eject Code	31 Trip Code	32 Injury Status	33 Transp. Code	Medical Facility
Name (Last First Middle)	Address											
Operator/Non-Motorist	See Above	-----	---	---								

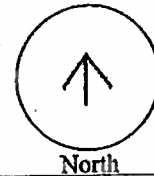
→ = Direction 1 = Vehicle 1 2 = Vehicle 2 O = Pedestrian
 ie: → 1 → 2 → O

Crash Diagram:



If Crash Did Not Occur on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mall/Shopping Center
- ☐ Other Private Way



Crash Narrative:

V1 was operating WB on Pine St and conducted a tight corner onto E Pleasant St and crashed into the small median island that had a "island" sign on it. The MV crash into the sign and broke the post and dragged the cement block approx 20 feet. minor damage in the front, however possibly significant damage to the undercarriage. DPW was advised.

Witnesses:

Name (Last,First,Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

Patrol Officer Dominick A Corsetti

Police Officer Name (Please Print)

Signature

104

ID/Badge #

Amherst Police Department

Department

Precinct/Barracks

10/07/2013

Date

Trip Generation

Trip Generation Summary and Distribution

ITE Land Use Code 220

ITE Land Use Code 230

Independent Study

Trip Generation Summary

Summary;

	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
<u>Weekday AM Peak Hour</u>				
ITE Code 220	Apartment	18	72	90
ITE Code 230	Residential Condominium/Townhouse	14	67	81
*Independent Study Rate	Retreat at Amherst	46	76	122**
<u>Weekday PM Peak Hour</u>				
ITE Code 220	Apartment	74	40	114
ITE Code 230	Residential Condominium/Townhouse	64	32	96
*Independent Study Rate	Retreat at Amherst	78	95	173**

Calculations;

ITE Land Use Code 220 – Apartment (175 Units)

Independent Variable (X) = Number of Dwelling Units X = 175

Weekday AM Peak *Directional Distribution: 20% Entering, 80% Exiting*

$T = 0.49 \times (X) + 3.73$	Enter: 18
$T = 0.49 \times (175) + 3.73$	Exit: 72
T = 90	Total 90

Weekday PM Peak *Directional Distribution 65% Entering, 35% Exiting*

$T = 0.55 \times (X) + 17.65$	Enter: 74
$T = 0.55 \times (175) + 17.65$	Exit: 40
T = 114	Total 114

ITE Land Use Code 230 – Residential Condominium/Townhouse (175 Units)

Independent Variable (X) = Number of Dwelling Units X = 175

Weekday AM Peak *Directional Distribution: 17% Entering, 83% Exiting*

$\ln(T) = 0.80 \times \ln(X) + 0.26$	Enter: 14
$\ln(T) = 0.80 \times \ln(175) + 0.26$	<u>Exit: 67</u>
T = 81	Total 81

Weekday PM Peak *Directional Distribution 67% Entering, 33% Exiting*

$\ln(T) = 0.82 \times \ln(X) + 0.32$	Enter: 64
$\ln(T) = 0.82 \times \ln(175) + 0.32$	<u>Exit: 32</u>
T = 96	Total 96

Independent Study of Land Use – Student Apartments

Puffton Village Apartments, Amherst, MA - 774 Bedrooms

<u>Location</u>		<u>Enter</u>	<u>Exit</u>	<u>Total</u>
<u>Weekday AM Peak Hour</u>				
Independent Study	Puffton Village Apartments	56	93	149
<i>Directional Distribution</i>		38%	62%	
<u>Weekday PM Peak Hour</u>				
Independent Study	Puffton Village Apartments	94	116	210
<i>Directional Distribution</i>		45%	55%	

Trips/Bedroom Calculation of Puffton Village Apartments

Existing Units

150 – One Bedroom Units
30 – Two Bedroom Units
188 – Three Bedroom Units
774 Total Bedrooms

RATE: Trips/Bedroom

AM Peak Hour	R = $149 \div 774 = 0.19$
PM Peak Hour	R = $210 \div 774 = 0.27$

Retreat Amherst – Student Apartments

Independent Variable (X) = Number of Bedrooms X = 641

Weekday AM Peak *Directional Distribution: 38% Entering, 62% Exiting*

T = Trips/BDR x Total Proposed BDR	Enter: 46
T = 0.19 x 641	<u>Exit: 76</u>
T = 122	Total 122

Weekday PM Peak *Directional Distribution 45% Entering, 55% Exiting*

T = Trips/BDR x Total Proposed BDR	Enter: 78
T = 0.27 x 641	<u>Exit: 95</u>
T = 173	Total 173

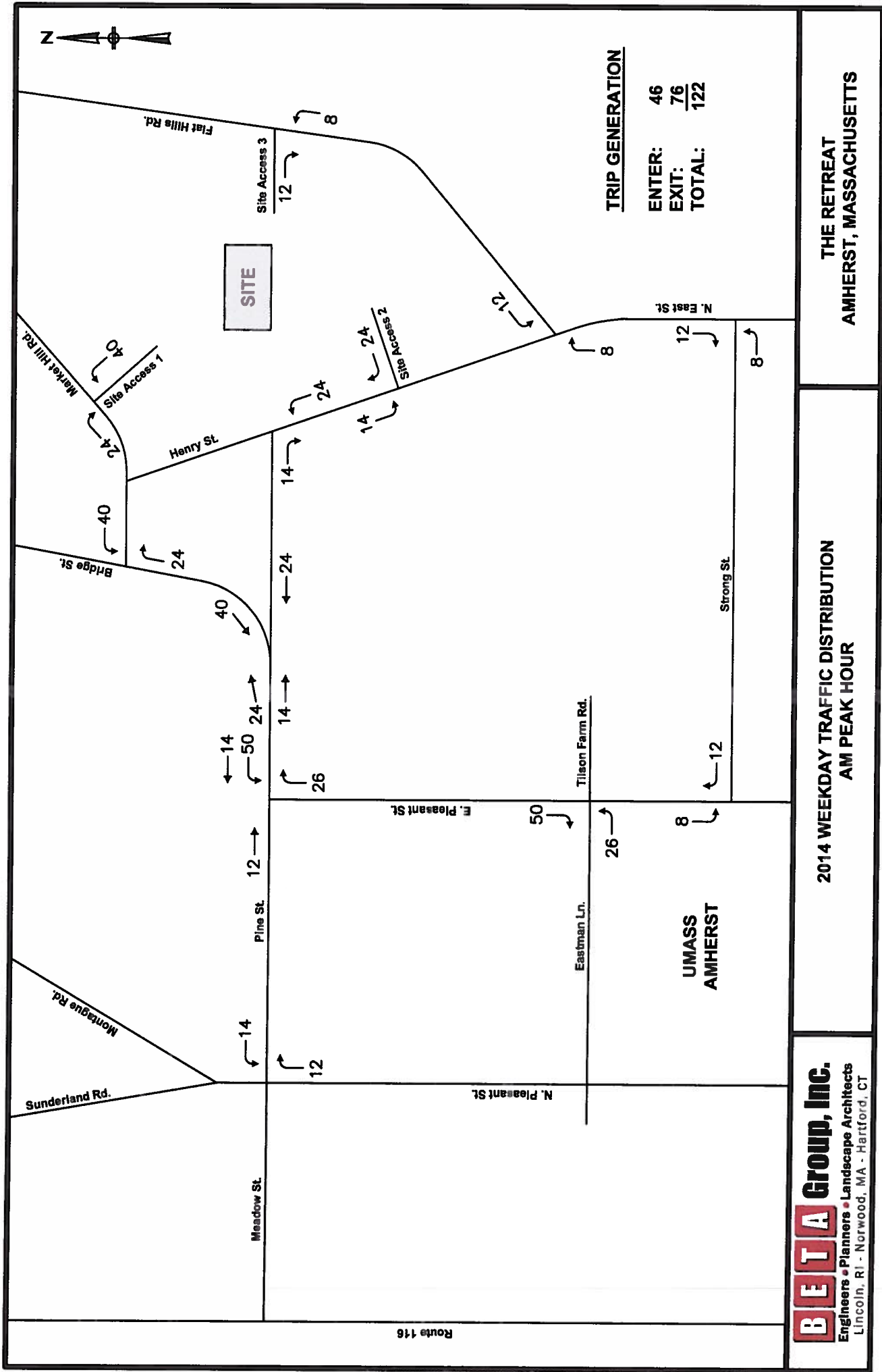
Retreat Amherst Housing Summary

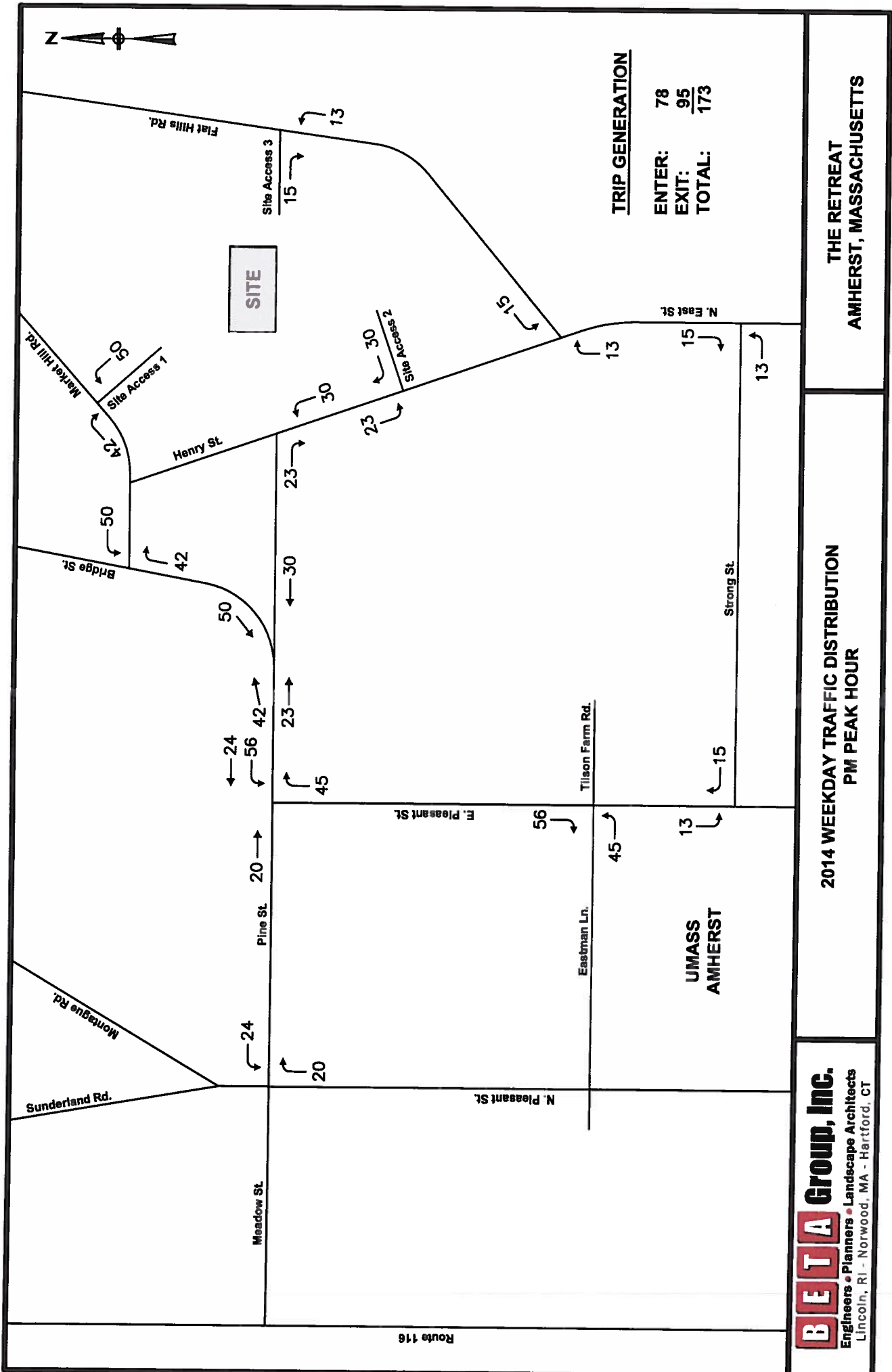
	13	Two Bedroom Units
	33	Three Bedroom Units
	<u>129</u>	Four Bedroom Units
Total Bedrooms	641	

Notes:

* Values based upon empirical rates developed from the existing Puffton Village Apartments in Amherst, MA.

** For analysis purposes, use trip estimates based upon Independent Study rates.





ITE Land Use Code 220

Apartment

Land Use: 220

Apartment

Description

Apartments are rental dwelling units located within the same building with at least three other dwelling units, for example, quadraplexes and all types of apartment buildings. The studies included in this land use did not identify whether the apartments were low-rise, mid-rise, or high-rise. Low-rise apartment (Land Use 221), high-rise apartment (Land Use 222) and mid-rise apartment (Land Use 223) are related uses.

Additional Data

This land use included data from a wide variety of units with different sizes, price ranges, locations and ages. Consequently, there was a wide variation in trips generated within this category. As expected, dwelling units that were larger in size, more expensive, or farther away from the central business district (CBD) had a higher rate of trip generation per unit than those smaller in size, less expensive, or closer to the CBD. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

The peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

The sites were surveyed between the late 1960s and the 2000s throughout the United States and Canada.

Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

2, 4, 5, 6, 9, 10, 11, 12, 13, 14, 16, 19, 20, 34, 35, 40, 72, 91, 100, 108, 188, 192, 204, 211, 253, 283, 357, 436, 525, 530, 579, 583, 638

Apartment (220)

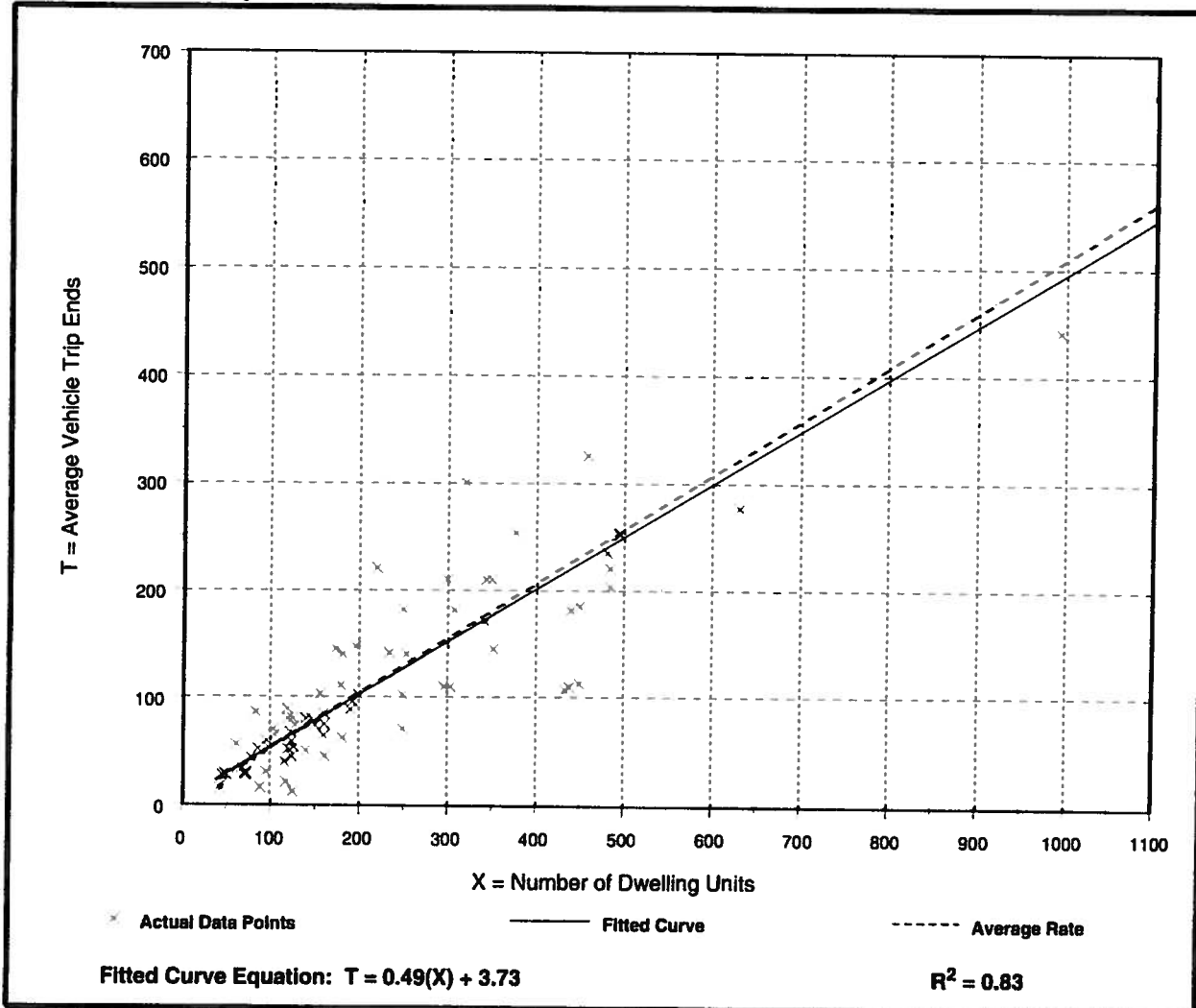
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 78
 Avg. Number of Dwelling Units: 235
 Directional Distribution: 20% entering, 80% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.10 - 1.02	0.73

Data Plot and Equation



Apartment (220)

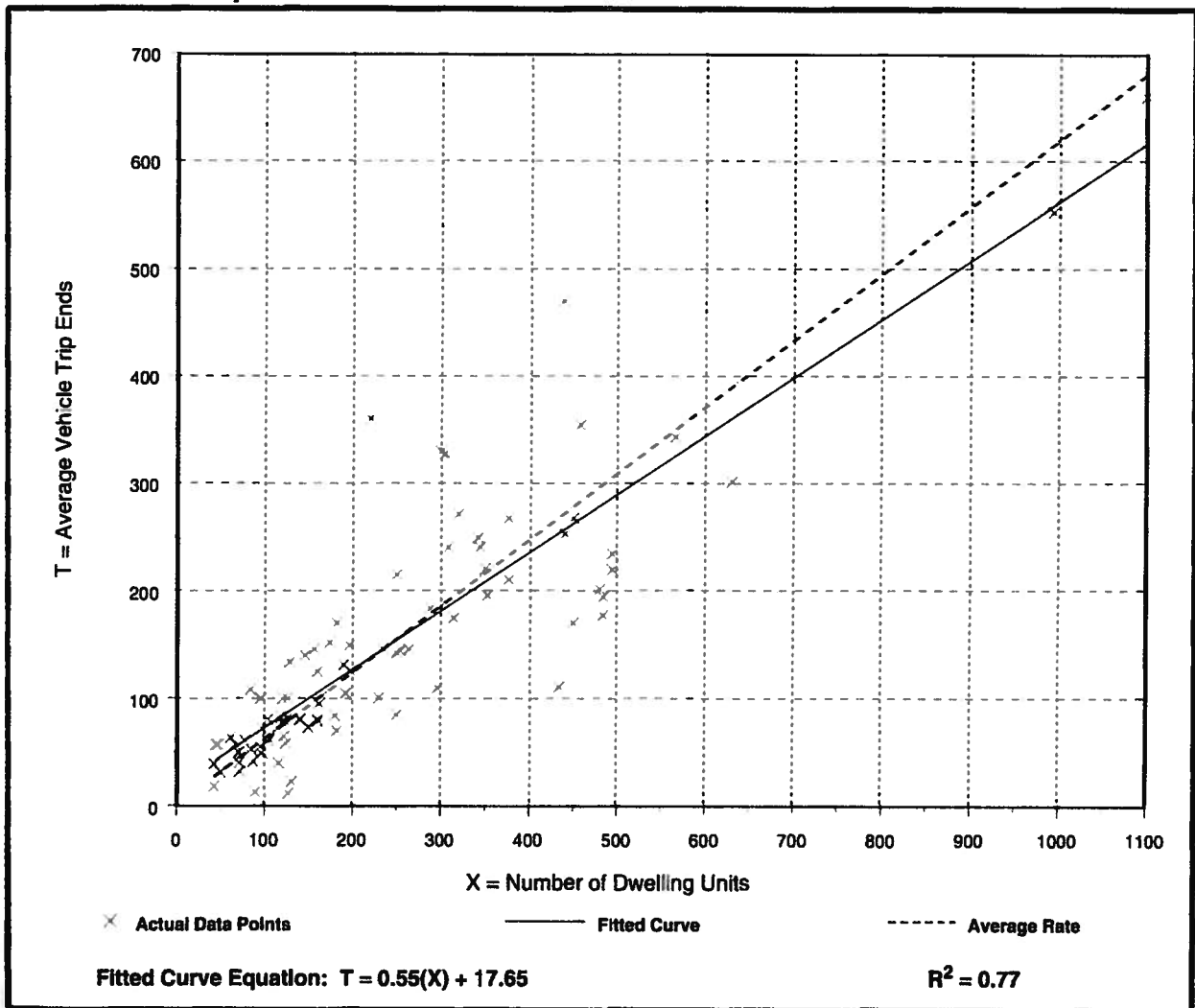
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 90
 Avg. Number of Dwelling Units: 233
 Directional Distribution: 65% entering, 35% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

Data Plot and Equation



ITE Land Use Code 230

Residential Condominium/Townhouse

Land Use: 230

Residential Condominium/Townhouse

Description

Residential condominiums/townhouses are defined as ownership units that have at least one other owned unit within the same building structure. **Both condominiums and townhouses are included in this land use.** The studies in this land use did not identify whether the condominiums/townhouses were low-rise or high-rise. Low-rise residential condominium/townhouse (Land Use 231), high-rise residential condominium/townhouse (Land Use 232) and luxury condominium/townhouse (Land Use 233) are related uses.

Additional Data

The number of vehicles and the number of residents had a high correlation with average weekday vehicle trip ends. The use of these variables was limited, however, because the number of vehicles and residents was often difficult to obtain or predict. The number of dwelling units was generally used as the independent variable of choice because it is usually readily available, easy to project and had a high correlation with average weekday vehicle trip ends.

The peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

The sites were surveyed between the mid-1970s and the 2000s throughout the United States and Canada.

Source Numbers

4, 92, 94, 95, 97, 100, 105, 106, 114, 168, 186, 204, 237, 253, 293, 319, 320, 321, 390, 412, 418, 561, 562, 583, 638

Residential Condominium/Townhouse (230)

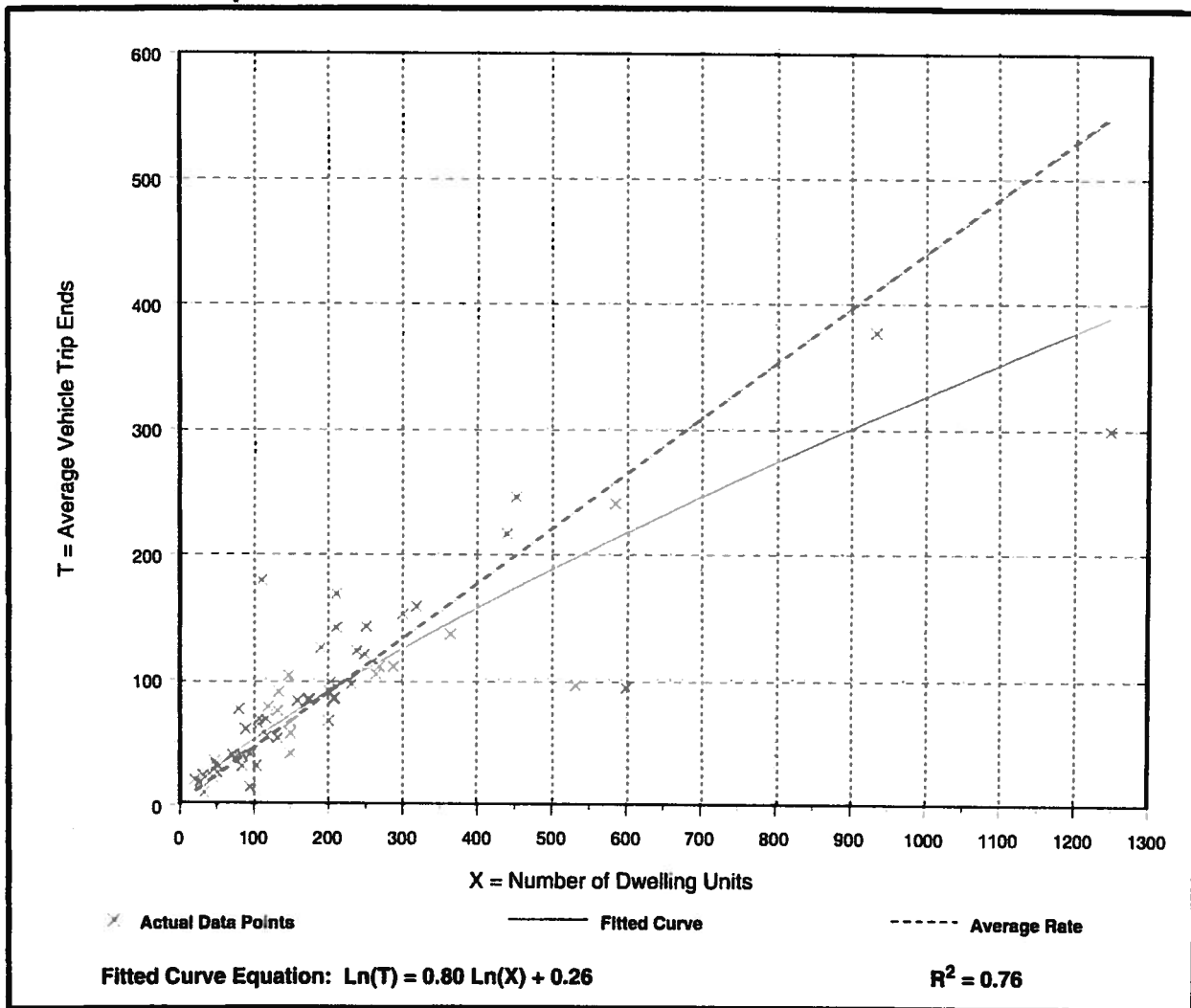
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 59
 Avg. Number of Dwelling Units: 213
 Directional Distribution: 17% entering, 83% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.69

Data Plot and Equation



Residential Condominium/Townhouse (230)

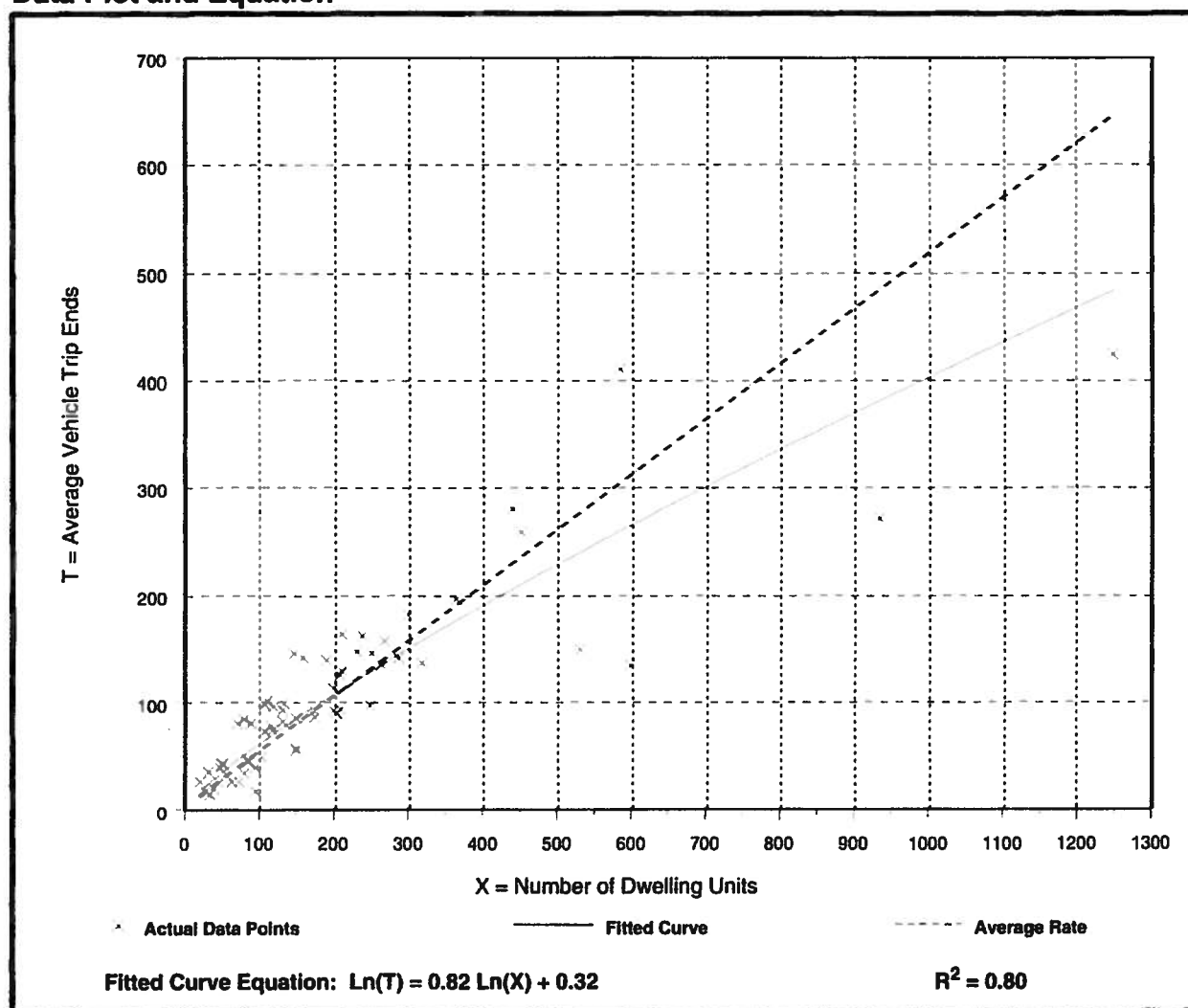
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 62
 Avg. Number of Dwelling Units: 205
 Directional Distribution: 67% entering, 33% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

Data Plot and Equation



Independent Study

Intersection Turning Movement Counts

North Pleasant Street at Puffton Village Drive (North)

North Pleasant Street at Puffton Village Drive (South)

North Pleasant Street at Puffton Village Drive (North)



Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: N. Pleasant St. at Puffton No.
 Weather: Cold, Cloudy

File Name : 451210_N. Pleasant St @ Puffton Village Dr (North)
 Site Code : 451210
 Start Date : 11/19/2013
 Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

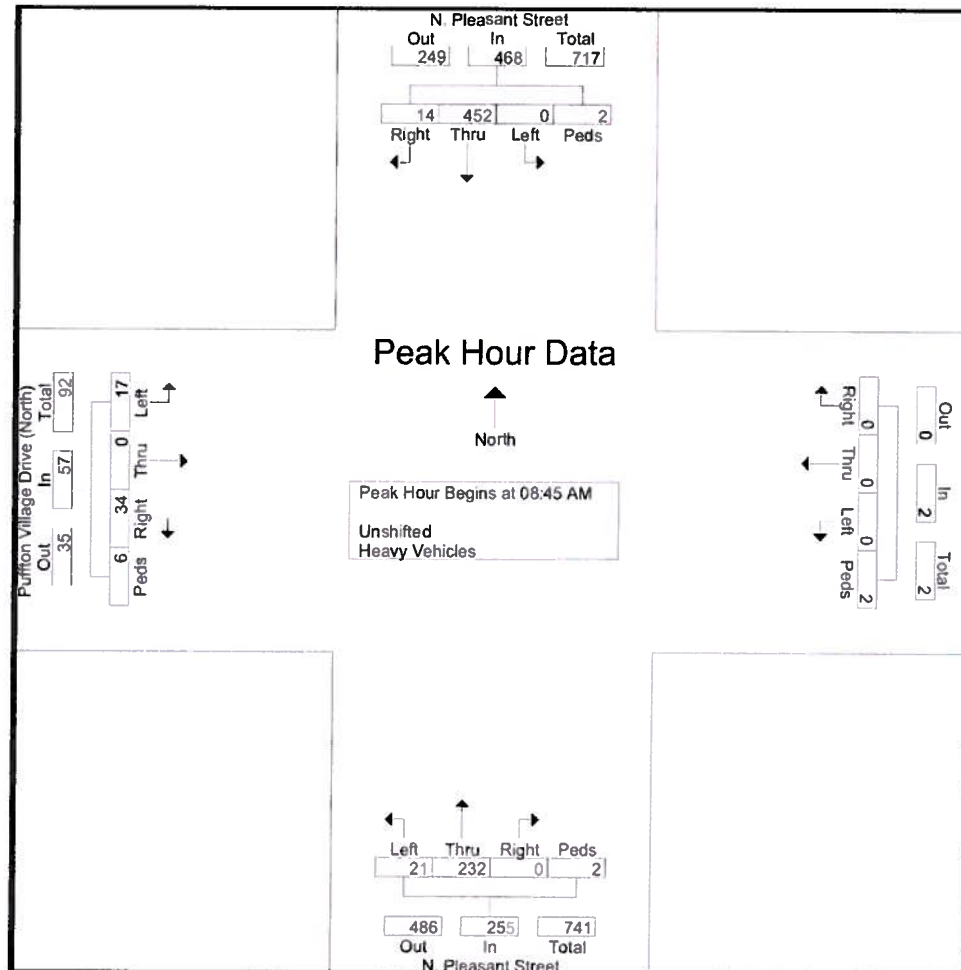
Start Time	N. Pleasant Street Southbound					Westbound					N. Pleasant Street Northbound					Puffton Village Drive (North) Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	23	0	0	24	0	0	0	0	0	0	7	0	0	7	1	0	3	0	4	35
06:15 AM	4	27	0	0	31	0	0	0	1	1	0	14	0	0	14	0	0	1	0	1	47
06:30 AM	0	65	0	0	65	0	0	0	1	1	0	11	2	1	14	2	0	0	1	3	83
06:45 AM	0	93	0	0	93	0	0	0	1	1	0	27	1	0	28	2	0	1	0	3	125
Total	5	208	0	0	213	0	0	0	3	3	0	59	3	1	63	5	0	5	1	11	290
07:00 AM	1	70	0	0	71	0	0	0	1	1	0	43	1	0	44	2	0	4	2	8	124
07:15 AM	4	84	0	0	88	0	0	0	2	2	0	30	0	0	30	4	0	2	0	6	126
07:30 AM	0	99	0	0	99	0	0	0	1	1	0	46	1	0	47	4	0	2	0	6	153
07:45 AM	6	140	0	0	146	0	0	0	3	3	0	65	3	0	68	14	0	2	0	16	233
Total	11	393	0	0	404	0	0	0	7	7	0	184	5	0	189	24	0	10	2	36	636
08:00 AM	1	135	0	1	137	0	0	0	0	0	0	49	2	0	51	4	0	3	0	7	195
08:15 AM	4	118	0	1	123	0	0	0	2	2	0	44	3	0	47	5	0	2	0	7	179
08:30 AM	2	105	0	1	108	0	0	0	0	0	0	48	4	0	52	2	0	4	0	6	166
08:45 AM	3	136	0	0	139	0	0	0	1	1	0	51	4	1	56	2	0	5	1	8	204
Total	10	494	0	3	507	0	0	0	3	3	0	192	13	1	206	13	0	14	1	28	744
09:00 AM	3	119	0	1	123	0	0	0	1	1	0	62	3	0	65	10	0	2	0	12	201
09:15 AM	4	114	0	1	119	0	0	0	0	0	0	63	6	0	69	16	0	3	2	21	209
09:30 AM	4	83	0	0	87	0	0	0	0	0	0	56	8	1	65	6	0	7	3	16	168
09:45 AM	4	92	0	0	96	0	0	0	0	0	0	60	6	1	67	2	0	1	0	3	166
Total	15	408	0	2	425	0	0	0	1	1	0	241	23	2	266	34	0	13	5	52	744
*** BREAK ***																					
03:00 PM	5	80	0	4	89	0	0	0	0	0	0	113	6	1	120	6	0	4	0	10	219
03:15 PM	5	82	0	3	90	0	0	0	0	0	0	105	5	0	110	4	0	4	0	8	208
03:30 PM	5	86	0	2	93	0	0	0	1	1	0	101	3	1	105	4	0	6	0	10	209
03:45 PM	8	75	0	1	84	0	0	0	8	8	0	83	6	3	92	8	0	6	1	15	199
Total	23	323	0	10	356	0	0	0	9	9	0	402	20	5	427	22	0	20	1	43	835
04:00 PM	1	71	0	1	73	0	0	0	3	3	0	121	7	4	132	11	0	4	0	15	223
04:15 PM	8	59	0	10	77	0	0	0	4	4	0	101	8	0	109	7	0	4	2	13	203
04:30 PM	3	61	0	1	65	0	0	0	2	2	0	90	7	1	98	8	0	6	0	14	179
04:45 PM	5	75	0	1	81	0	0	0	3	3	0	105	4	1	110	5	0	3	0	8	202
Total	17	266	0	13	296	0	0	0	12	12	0	417	26	6	449	31	0	17	2	50	807
05:00 PM	3	75	0	2	80	0	0	0	0	0	0	84	4	0	88	5	0	4	1	10	178
05:15 PM	2	72	0	0	74	0	0	0	0	0	0	100	9	0	109	8	0	3	1	12	195
05:30 PM	14	51	0	5	70	0	0	0	3	3	0	103	14	0	117	11	0	7	0	18	208
05:45 PM	15	70	0	0	85	0	0	0	2	2	0	81	9	0	90	13	0	11	3	27	204
Total	34	268	0	7	309	0	0	0	5	5	0	368	36	0	404	37	0	25	5	67	785
06:00 PM	3	72	0	5	80	0	0	0	0	0	0	81	7	0	88	11	0	4	0	15	183
06:15 PM	6	61	0	1	68	0	0	0	0	0	0	75	7	0	82	14	0	5	0	19	169
06:30 PM	4	63	0	0	67	0	0	0	1	1	0	67	9	0	76	13	0	2	1	16	160
06:45 PM	6	61	0	1	68	0	0	0	0	0	0	86	7	0	93	13	0	5	0	18	179
Total	19	257	0	7	283	0	0	0	1	1	0	309	30	0	339	51	0	16	1	68	691
Grand Total	134	2617	0	42	2793	0	0	0	41	41	0	2172	156	15	2343	217	0	120	18	355	5532
Apprch %	4.8	93.7	0	1.5		0	0	0	100		0	92.7	6.7	0.6		61.1	0	33.8	5.1		
Total %	2.4	47.3	0	0.8	50.5	0	0	0	0.7	0.7	0	39.3	2.8	0.3	42.4	3.9	0	2.2	0.3	6.4	
Unshifted	132	2559	0	42	2733	0	0	0	41	41	0	2120	132	15	2267	217	0	120	18	355	5396
% Unshifted	98.5	97.8	0	100	97.9	0	0	0	100	100	0	97.6	84.6	100	96.8	100	0	100	100	100	97.5
Heavy Vehicles	2	58	0	0	60	0	0	0	0	0	0	52	24	0	76	0	0	0	0	0	136
% Heavy Vehicles	1.5	2.2	0	0	2.1	0	0	0	0	0	0	2.4	15.4	0	3.2	0	0	0	0	0	2.5



Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: N. Pleasant St. at Puffton No.
 Weather: Cold, Cloudy

File Name : 451210_N. Pleasant St @ Puffton Village Dr (North)
 Site Code : 451210
 Start Date : 11/19/2013
 Page No : 2

	N. Pleasant Street Southbound					Westbound					N. Pleasant Street Northbound					Puffton Village Drive (North) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45 AM																					
08:45 AM	3	136	0	0	139	0	0	0	1	1	0	51	4	1	56	2	0	5	1	8	204
09:00 AM	3	119	0	1	123	0	0	0	1	1	0	62	3	0	65	10	0	2	0	12	201
09:15 AM	4	114	0	1	119	0	0	0	0	0	0	63	6	0	69	16	0	3	2	21	209
09:30 AM	4	83	0	0	87	0	0	0	0	0	0	56	8	1	65	6	0	7	3	16	168
Total Volume	14	452	0	2	468	0	0	0	2	2	0	232	21	2	255	34	0	17	6	57	782
% App. Total	3	96.6	0	0.4		0	0	0	100		0	91	8.2	0.8		59.6	0	29.8	10.5		
PHF	.875	.831	.000	.500	.842	.000	.000	.000	.500	.500	.000	.921	.656	.500	.924	.531	.000	.607	.500	.679	.935

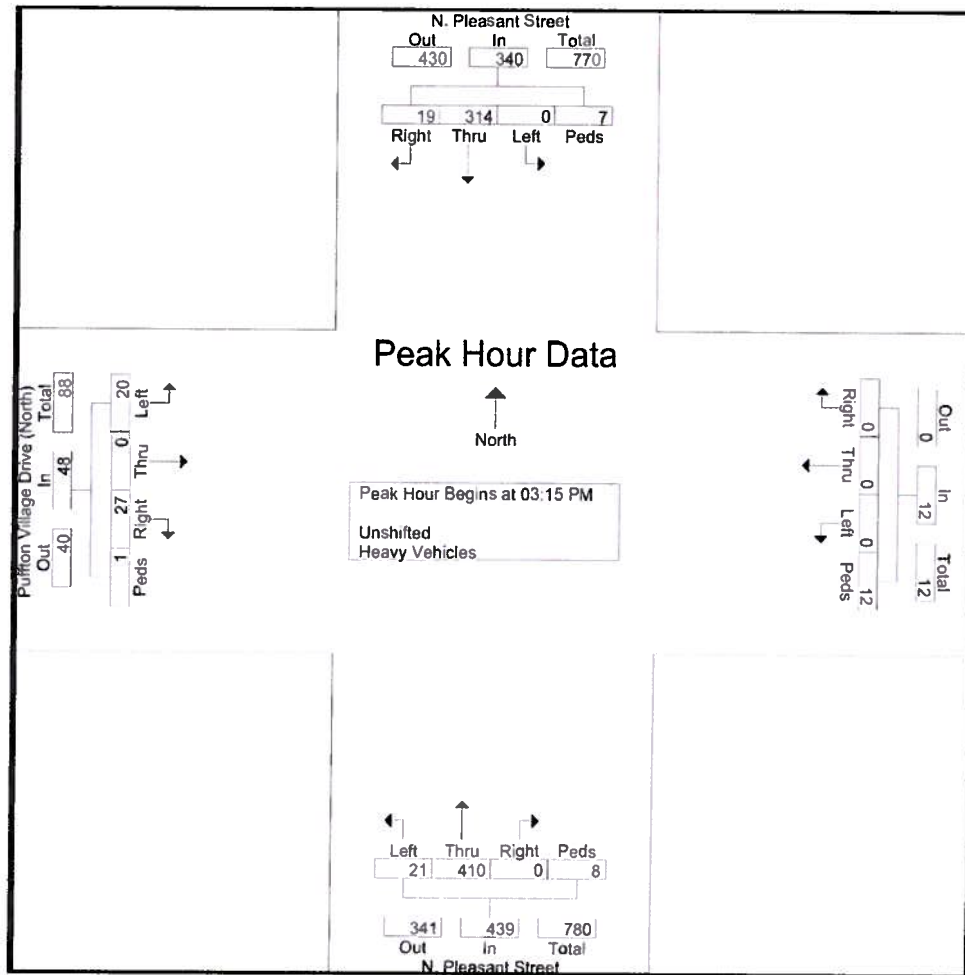




Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: N. Pleasant St. at Puffton No.
 Weather: Cold, Cloudy

File Name : 451210_N. Pleasant St @ Puffton Village Dr (North)
 Site Code : 451210
 Start Date : 11/19/2013
 Page No : 3

	N. Pleasant Street Southbound					Westbound					N. Pleasant Street Northbound					Puffton Village Drive (North) Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	5	82	0	3	90	0	0	0	0	0	0	105	5	0	110	4	0	4	0	8	208
03:30 PM	5	86	0	2	93	0	0	0	1	1	0	101	3	1	105	4	0	6	0	10	209
03:45 PM	8	75	0	1	84	0	0	0	8	8	0	83	6	3	92	8	0	6	1	15	199
04:00 PM	1	71	0	1	73	0	0	0	3	3	0	121	7	4	132	11	0	4	0	15	223
Total Volume	19	314	0	7	340	0	0	0	12	12	0	410	21	8	439	27	0	20	1	48	839
% App. Total	5.6	92.4	0	2.1		0	0	0	100		0	93.4	4.8	1.8		56.2	0	41.7	2.1		
PHF	.594	.913	.000	.583	.914	.000	.000	.000	.375	.375	.000	.847	.750	.500	.831	.614	.000	.833	.250	.800	.941



North Pleasant Street at Puffton Village Drive (South)



Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: N. Pleasant St. at Puffton So.
 Weather: Cold, Cloudy

File Name : 451211_N. Pleasant St @ Puffton Village Dr (South)
 Site Code : 451211
 Start Date : 11/19/2013
 Page No : 1

Groups Printed- Cars - Heavy Vehicles

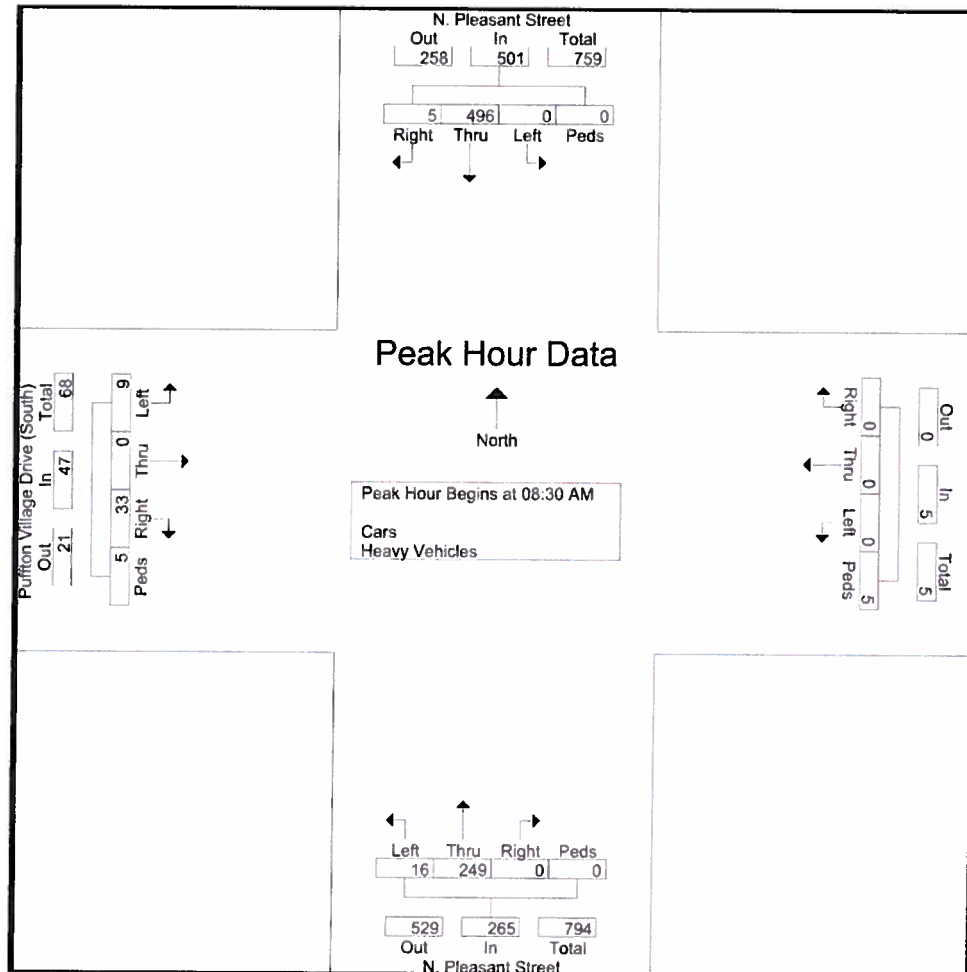
Start Time	N. Pleasant Street Southbound					Westbound					N. Pleasant Street Northbound					Puffton Village Drive (South) Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	21	0	0	21	0	0	0	1	1	0	13	1	0	14	1	0	2	2	5	41
06:15 AM	0	61	0	0	61	0	0	0	1	1	0	11	0	0	11	1	0	0	1	2	75
06:30 AM	1	81	0	0	82	0	0	0	0	0	0	15	1	0	16	3	0	1	1	5	103
06:45 AM	2	80	0	0	82	0	0	0	1	1	0	48	1	0	49	5	0	0	2	7	139
Total	3	243	0	0	246	0	0	0	3	3	0	87	3	0	90	10	0	3	6	19	358
07:00 AM	0	79	0	0	79	0	0	0	1	1	0	35	2	1	38	0	0	3	2	5	123
07:15 AM	1	106	0	0	107	0	0	0	0	0	0	37	1	0	38	5	0	1	0	6	151
07:30 AM	1	140	0	0	141	0	0	0	3	3	0	58	3	0	61	13	0	4	0	17	222
07:45 AM	1	144	0	3	148	0	0	0	3	3	0	59	1	1	61	10	0	1	0	11	223
Total	3	469	0	3	475	0	0	0	7	7	0	189	7	2	198	28	0	9	2	39	719
08:00 AM	1	114	0	0	115	0	0	0	0	0	0	45	1	0	46	5	0	0	0	5	166
08:15 AM	0	105	0	0	105	0	0	0	0	0	0	43	4	0	47	2	0	0	0	2	154
08:30 AM	0	149	0	0	149	0	0	0	1	1	0	64	2	0	66	2	0	2	1	5	221
08:45 AM	1	123	0	0	124	0	0	0	2	2	0	63	7	0	70	6	0	2	0	8	204
Total	2	491	0	0	493	0	0	0	3	3	0	215	14	0	229	15	0	4	1	20	745
09:00 AM	1	132	0	0	133	0	0	0	1	1	0	62	2	0	64	14	0	4	4	22	220
09:15 AM	3	92	0	0	95	0	0	0	1	1	0	60	5	0	65	11	0	1	0	12	173
09:30 AM	3	81	0	0	84	0	0	0	1	1	0	64	3	0	67	3	0	1	3	7	159
09:45 AM	1	75	0	0	76	0	0	0	1	1	0	46	1	0	47	5	0	3	0	8	132
Total	8	380	0	0	388	0	0	0	4	4	0	232	11	0	243	33	0	9	7	49	684
*** BREAK ***																					
03:00 PM	2	77	0	0	79	0	0	0	1	1	0	128	7	0	135	3	0	5	1	9	224
03:15 PM	5	85	0	0	90	0	0	0	0	0	0	112	11	0	123	11	0	2	3	16	229
03:30 PM	3	85	0	0	88	0	0	0	1	1	0	98	9	0	107	9	0	2	0	11	207
03:45 PM	4	87	0	0	91	0	0	0	10	10	0	76	4	0	80	17	0	5	1	23	204
Total	14	334	0	0	348	0	0	0	12	12	0	414	31	0	445	40	0	14	5	59	864
04:00 PM	5	81	0	0	86	0	0	0	8	8	0	121	13	0	134	19	0	4	5	28	256
04:15 PM	4	66	0	1	71	0	0	0	3	3	0	116	8	0	124	9	0	0	5	14	212
04:30 PM	1	66	0	0	67	0	0	0	1	1	0	94	4	0	98	14	0	4	3	21	187
04:45 PM	0	76	0	0	76	0	0	0	1	1	0	109	5	0	114	7	0	2	1	10	201
Total	10	289	0	1	300	0	0	0	13	13	0	440	30	0	470	49	0	10	14	73	856
05:00 PM	5	75	0	0	80	0	0	0	3	3	0	83	6	0	89	13	0	0	1	14	186
05:15 PM	5	76	0	0	81	0	0	0	1	1	0	105	12	0	117	20	0	1	0	21	220
05:30 PM	5	51	0	0	56	0	0	0	2	2	0	113	15	0	128	20	0	4	1	25	211
05:45 PM	4	90	0	0	94	0	0	0	4	4	0	81	8	0	89	13	0	4	0	17	204
Total	19	292	0	0	311	0	0	0	10	10	0	382	41	0	423	66	0	9	2	77	821
06:00 PM	2	78	0	0	80	0	0	0	5	5	0	79	13	0	92	12	0	3	1	16	193
06:15 PM	4	61	0	0	65	0	0	0	0	0	0	75	9	0	84	16	0	4	2	22	171
06:30 PM	7	75	0	0	82	0	0	0	0	0	0	78	9	0	87	13	0	2	2	17	186
06:45 PM	5	66	0	0	71	0	0	0	0	0	0	84	10	0	94	12	0	2	1	15	180
Total	18	280	0	0	298	0	0	0	5	5	0	316	41	0	357	53	0	11	6	70	730
Grand Total	77	2778	0	4	2859	0	0	0	57	57	0	2275	178	2	2455	294	0	69	43	406	5777
Apprch %	2.7	97.2	0	0.1		0	0	0	100		0	92.7	7.3	0.1		72.4	0	17	10.6		
Total %	1.3	48.1	0	0.1	49.5	0	0	0	1	1	0	39.4	3.1	0	42.5	5.1	0	1.2	0.7	7	
Cars	77	2717	0	4	2798	0	0	0	57	57	0	2192	178	2	2372	267	0	69	43	379	5606
% Cars	100	97.8	0	100	97.9	0	0	0	100	100	0	96.4	100	100	96.6	90.8	0	100	100	93.3	97
Heavy Vehicles	0	61	0	0	61	0	0	0	0	0	0	83	0	0	83	27	0	0	0	27	171
% Heavy Vehicles	0	2.2	0	0	2.1	0	0	0	0	0	0	3.6	0	0	3.4	9.2	0	0	0	6.7	3



Project Name: Retreat Amherst
Town/City: Amherst, MA
Location: N. Pleasant St. at Puffton So.
Weather: Cold, Cloudy

File Name : 451211_N. Pleasant St @ Puffton Village Dr (South)
Site Code : 451211
Start Date : 11/19/2013
Page No : 2

	N. Pleasant Street Southbound					Westbound					N. Pleasant Street Northbound					Puffton Village Drive (South) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	149	0	0	149	0	0	0	1	1	0	64	2	0	66	2	0	2	1	5	221
08:45 AM	1	123	0	0	124	0	0	0	2	2	0	63	7	0	70	6	0	2	0	8	204
09:00 AM	1	132	0	0	133	0	0	0	1	1	0	62	2	0	64	14	0	4	4	22	220
09:15 AM	3	92	0	0	95	0	0	0	1	1	0	60	5	0	65	11	0	1	0	12	173
Total Volume	5	496	0	0	501	0	0	0	5	5	0	249	16	0	265	33	0	9	5	47	818
% App. Total	1	99	0	0		0	0	0	100		0	94	6	0		70.2	0	19.1	10.6		
PIIF	.417	.832	.000	.000	.841	.000	.000	.000	.625	.625	.000	.973	.571	.000	.946	.589	.000	.563	.313	.534	.925

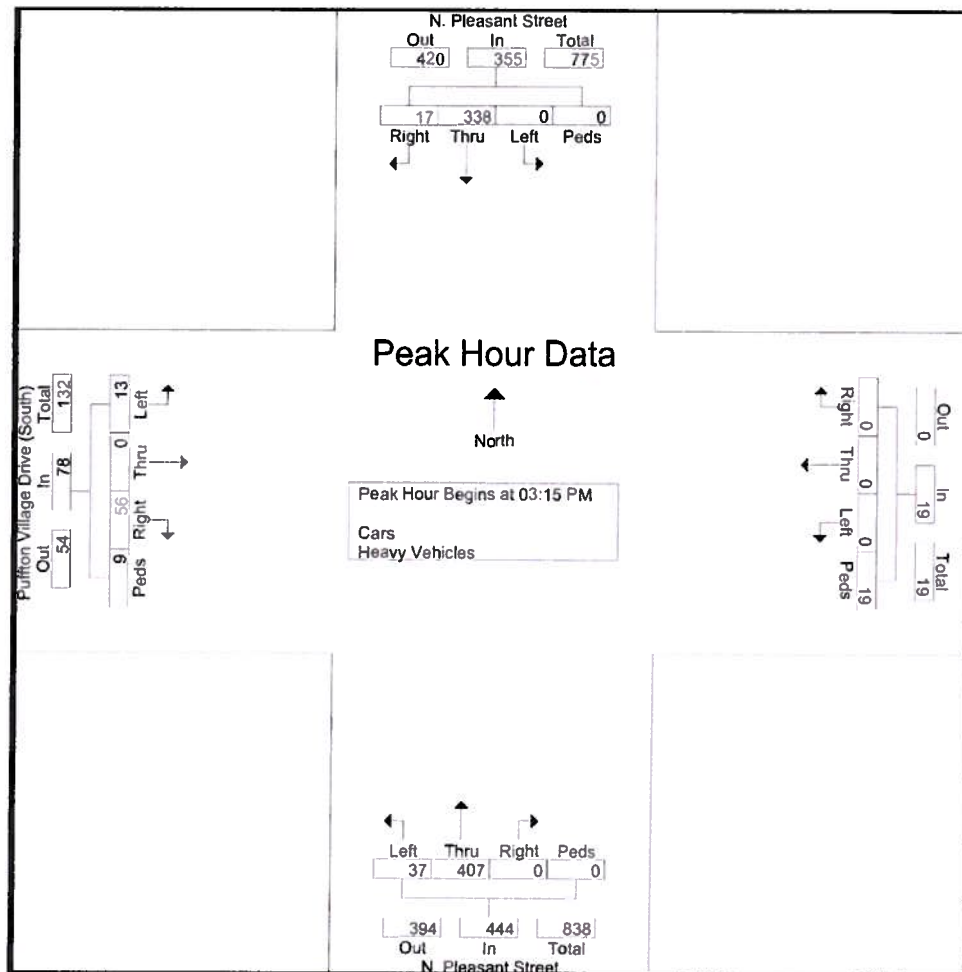




Project Name: Retreat Amherst
 Town/City: Amherst, MA
 Location: N. Pleasant St. at Puffton So.
 Weather: Cold, Cloudy

File Name : 451211_N. Pleasant St @ Puffton Village Dr (South)
 Site Code : 451211
 Start Date : 11/19/2013
 Page No : 3

	N. Pleasant Street Southbound					Westbound					N. Pleasant Street Northbound					Puffton Village Drive (South) Eastbound					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	5	85	0	0	90	0	0	0	0	0	0	112	11	0	123	11	0	2	3	16	229
03:30 PM	3	85	0	0	88	0	0	0	1	1	0	98	9	0	107	9	0	2	0	11	207
03:45 PM	4	87	0	0	91	0	0	0	10	10	0	76	4	0	80	17	0	5	1	23	204
04:00 PM	5	81	0	0	86	0	0	0	8	8	0	121	13	0	134	19	0	4	5	28	256
Total Volume	17	338	0	0	355	0	0	0	19	19	0	407	37	0	444	56	0	13	9	78	896
% App. Total	4.8	95.2	0	0		0	0	0	100		0	91.7	8.3	0		71.8	0	16.7	11.5		
PHF	.850	.971	.000	.000	.975	.000	.000	.000	.475	.475	.000	.841	.712	.000	.828	.737	.000	.650	.450	.696	.875



Operational Analysis

Existing, Future No Build and Future Build Conditions

Henry Street at Pine Street
Bridge Street at Market Hill Road
Bridge Street at Pine Street
East Pleasant Street at Pine Street
East Pleasant Street at Eastman Lane/Tilson Farm Road
East Pleasant Street at Strong Street
North Pleasant Street at Pine Street/Meadow Street

Existing AM and PM Peak Hour

Henry Street at Pine Street

Turning Movement Diagram

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

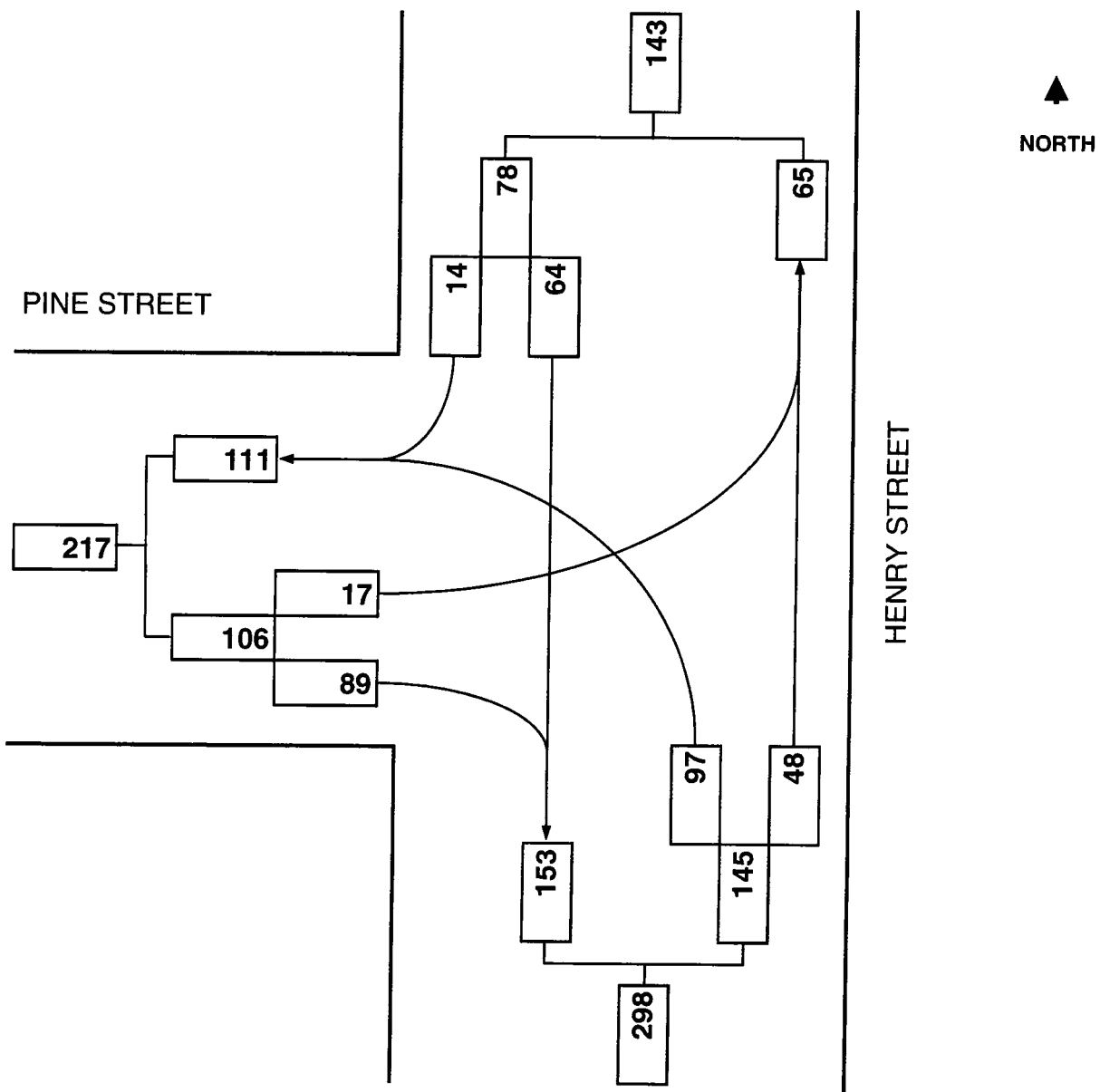
Existing: AM Peak

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: 8:00 AM - 9:00 AM

Future: n/a



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	Henry St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	3/28/2014			Analysis Year	2014			
Analysis Time Period	AM Peak - Existing							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: Henry Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	97	48			64	14		
Peak-Hour Factor, PHF	0.88	0.88	1.00	1.00	0.88	0.88		
Hourly Flow Rate, HFR (veh/h)	19	0	101	0	0	0		
Percent Heavy Vehicles	2	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	17		89					
Peak-Hour Factor, PHF	0.88	1.00	0.88	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	72	15	110	54	0		
Percent Heavy Vehicles	2	0	2	0	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	110						120	
C (m) (veh/h)	1509						890	
v/c	0.07						0.13	
95% queue length	0.24						0.47	
Control Delay (s/veh)	7.6						9.7	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.7		
Approach LOS	--	--				A		

Turning Movement Diagram

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

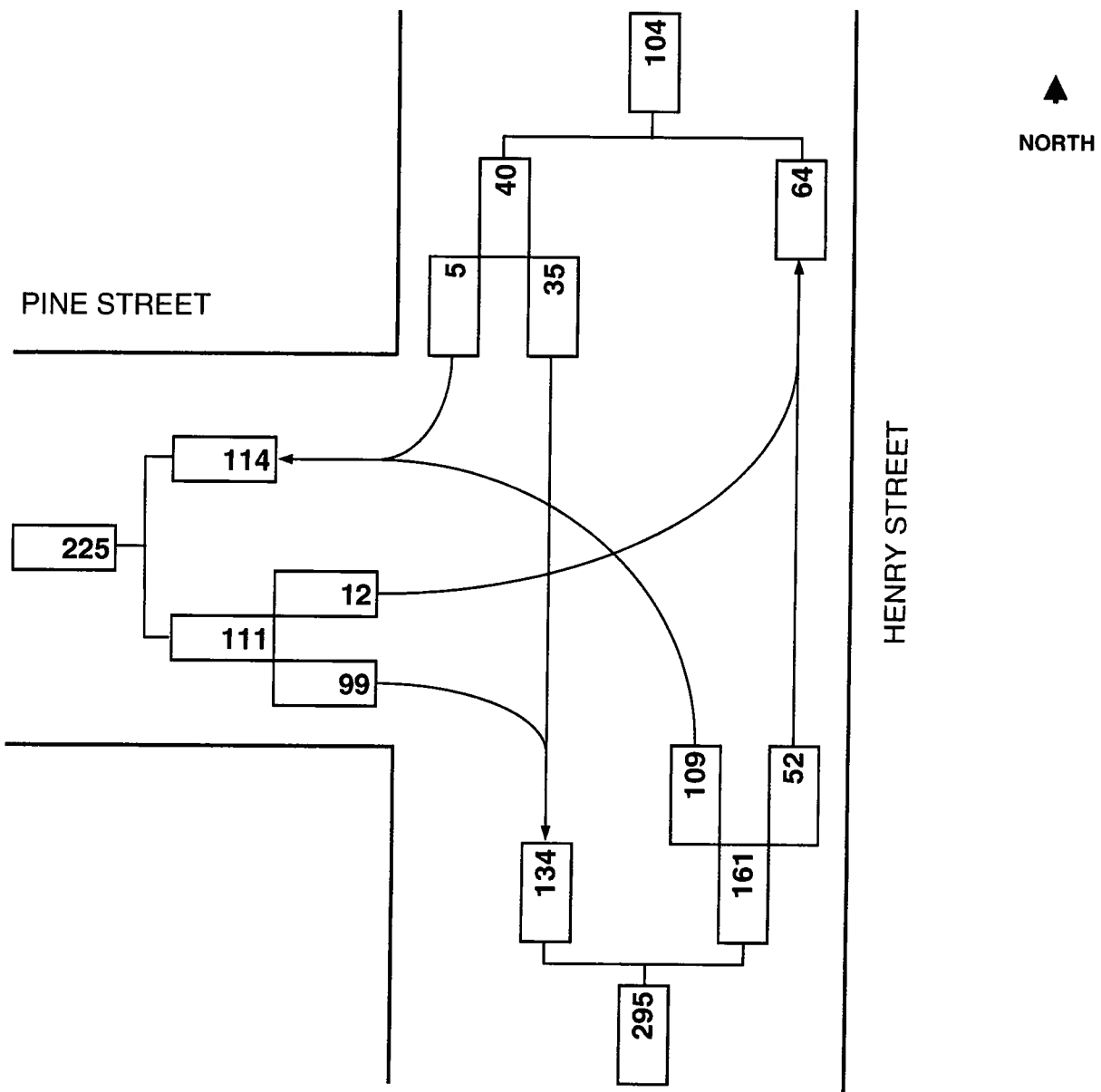
Existing: PM Peak

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: 5:00 PM - 6:00 PM

Future: n/a



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	Henry St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	3/28/2014			Analysis Year	2014			
Analysis Time Period	PM Peak - Existing							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: Henry Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	109	52			35	5		
Peak-Hour Factor, PHF	0.87	0.87	1.00	1.00	0.87	0.87		
Hourly Flow Rate, HFR (veh/h)	13	0	113	0	0	0		
Percent Heavy Vehicles	2	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	12		99					
Peak-Hour Factor, PHF	0.87	1.00	0.87	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	40	5	125	59	0		
Percent Heavy Vehicles	2	0	2	0	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	125						126	
C (m) (veh/h)	1563						957	
v/c	0.08						0.13	
95% queue length	0.26						0.45	
Control Delay (s/veh)	7.5						9.3	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.3		
Approach LOS	--	--				A		

Bridge Street at Market Hill Road

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

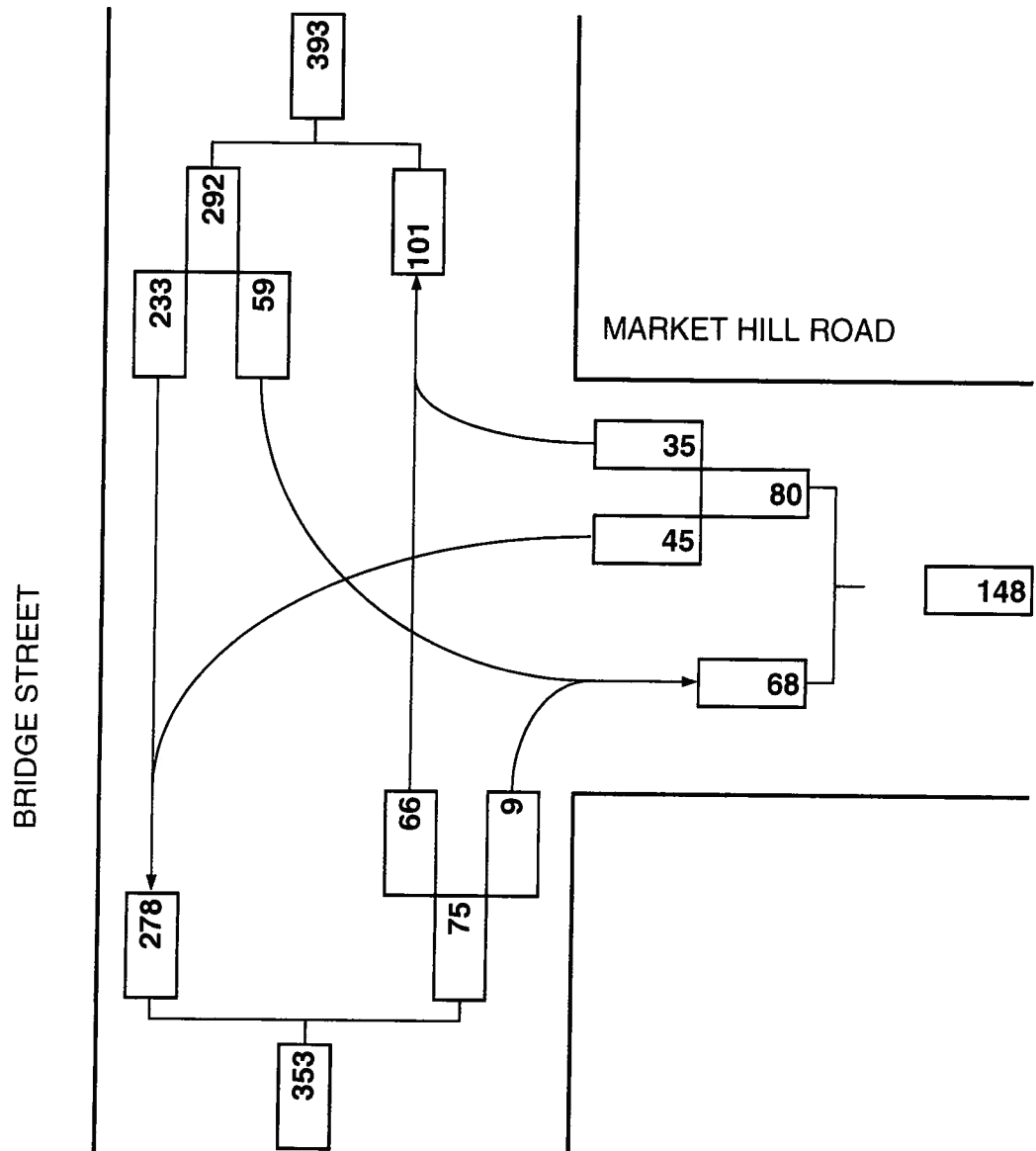
Existing: AM Peak

Minor Street: Market Hill Road

Day of Week: Weekday

Peak Period: 8:00 AM - 9:00 AM

Future: n/a



TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	HCP				Intersection	Bridge St. & Market Hill Rd.			
Agency/Co.	BETA Group, Inc.				Jurisdiction	Amherst, MA			
Date Performed	3/28/2014				Analysis Year	2014			
Analysis Time Period	AM Peak - Existing								
Project Description 4512 - The Retreat									
East/West Street: Market Hill Road					North/South Street: Bridge Street				
Intersection Orientation: North-South					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street	Northbound			Southbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)		66	9	59	233				
Peak-Hour Factor, PHF	1.00	0.85	0.85	0.85	0.85	1.00			
Hourly Flow Rate, HFR (veh/h)	0	0	0	52	0	41			
Percent Heavy Vehicles	0	--	--	2	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration			TR	LT					
Upstream Signal		0			0				
Minor Street	Eastbound			Westbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume (veh/h)				45		35			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.85	1.00	0.85			
Hourly Flow Rate, HFR (veh/h)	69	274	0	0	77	10			
Percent Heavy Vehicles	0	0	0	5	0	3			
Percent Grade (%)	0			0					
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0			0			
Lanes	0	0	0	0	0	0			
Configuration					LR				
Delay, Queue Length, and Level of Service									
Approach	Northbound	Southbound	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration		LT		LR					
v (veh/h)		69		93					
C (m) (veh/h)		1509		641					
v/c		0.05		0.15					
95% queue length		0.14		0.51					
Control Delay (s/veh)		7.5		11.6					
LOS		A		B					
Approach Delay (s/veh)	--	--	11.6						
Approach LOS	--	--	B						

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

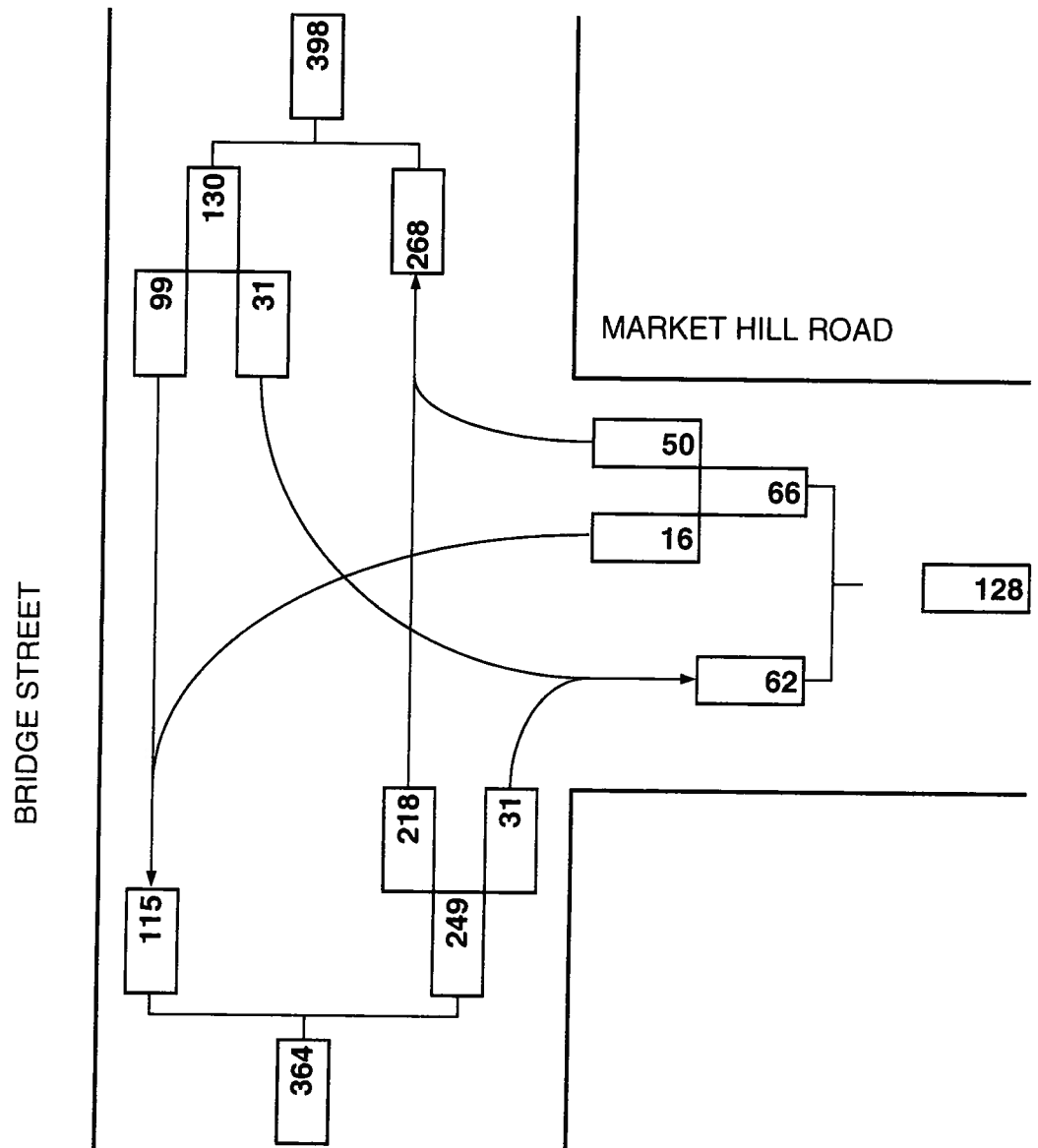
Existing: PM Peak

Minor Street: Market Hill Road

Day of Week: Weekday

Peak Period: 5:00 PM - 6:00 PM

Future: n/a



TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	HCP			Intersection	Bridge St. & Market Hill Rd.		
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA		
Date Performed	3/28/2014			Analysis Year	2014		
Analysis Time Period	PM Peak - Existing						
Project Description 4512 - The Retreat							
East/West Street: Market Hill Road				North/South Street: Bridge Street			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		218	31	31	99		
Peak-Hour Factor, PHF	1.00	0.90	0.90	0.90	0.90	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	17	0	55	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				16		50	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90	
Hourly Flow Rate, HFR (veh/h)	34	110	0	0	242	34	
Percent Heavy Vehicles	0	0	0	5	0	3	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		34		72			
C (m) (veh/h)		1287		710			
v/c		0.03		0.10			
95% queue length		0.08		0.34			
Control Delay (s/veh)		7.9		10.6			
LOS		A		B			
Approach Delay (s/veh)	--	--	10.6				
Approach LOS	--	--	B				

Bridge Street at Pine Street

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

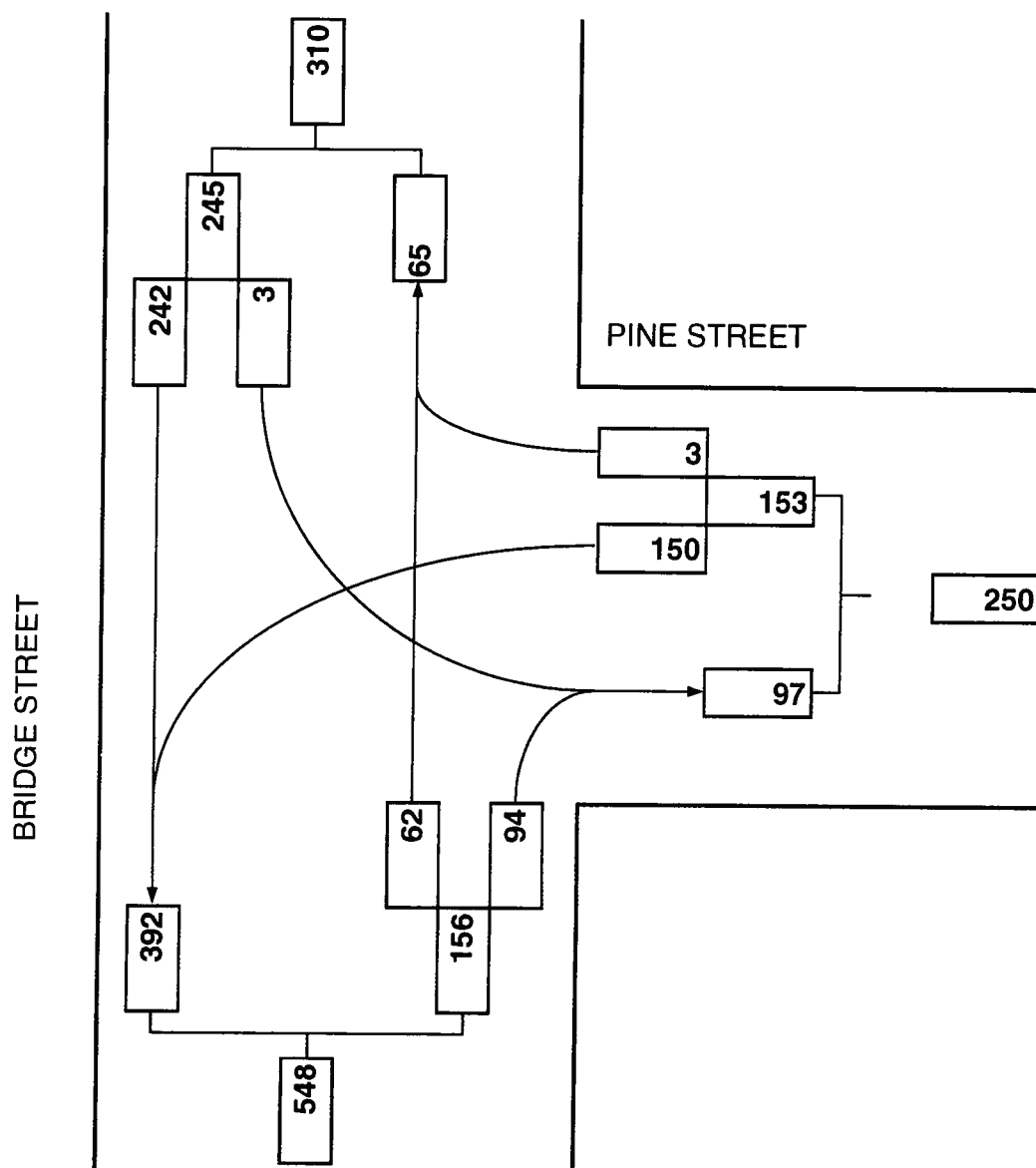
Existing: AM Peak

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: 8:00 AM - 9:00 AM

Future: n/a



TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	HCP			Intersection	Bridge St. & Pine St.		
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA		
Date Performed	3/28/2014			Analysis Year	2014		
Analysis Time Period	AM Peak - Existing						
Project Description 4512 - The Retreat							
East/West Street: Pine Street				North/South Street: Bridge Street			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		62	94	3	242		
Peak-Hour Factor, PHF	1.00	0.91	0.91	0.91	0.91	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	164	0	3	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				150		3	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.91	1.00	0.91	
Hourly Flow Rate, HFR (veh/h)	3	265	0	0	68	103	
Percent Heavy Vehicles	0	0	0	2	0	7	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		LT		LR			
v (veh/h)		3		167			
C (m) (veh/h)		1406		616			
v/c		0.00		0.27			
95% queue length		0.01		1.09			
Control Delay (s/veh)		7.6		13.0			
LOS		A		B			
Approach Delay (s/veh)	--	--	13.0				
Approach LOS	--	--	B				

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

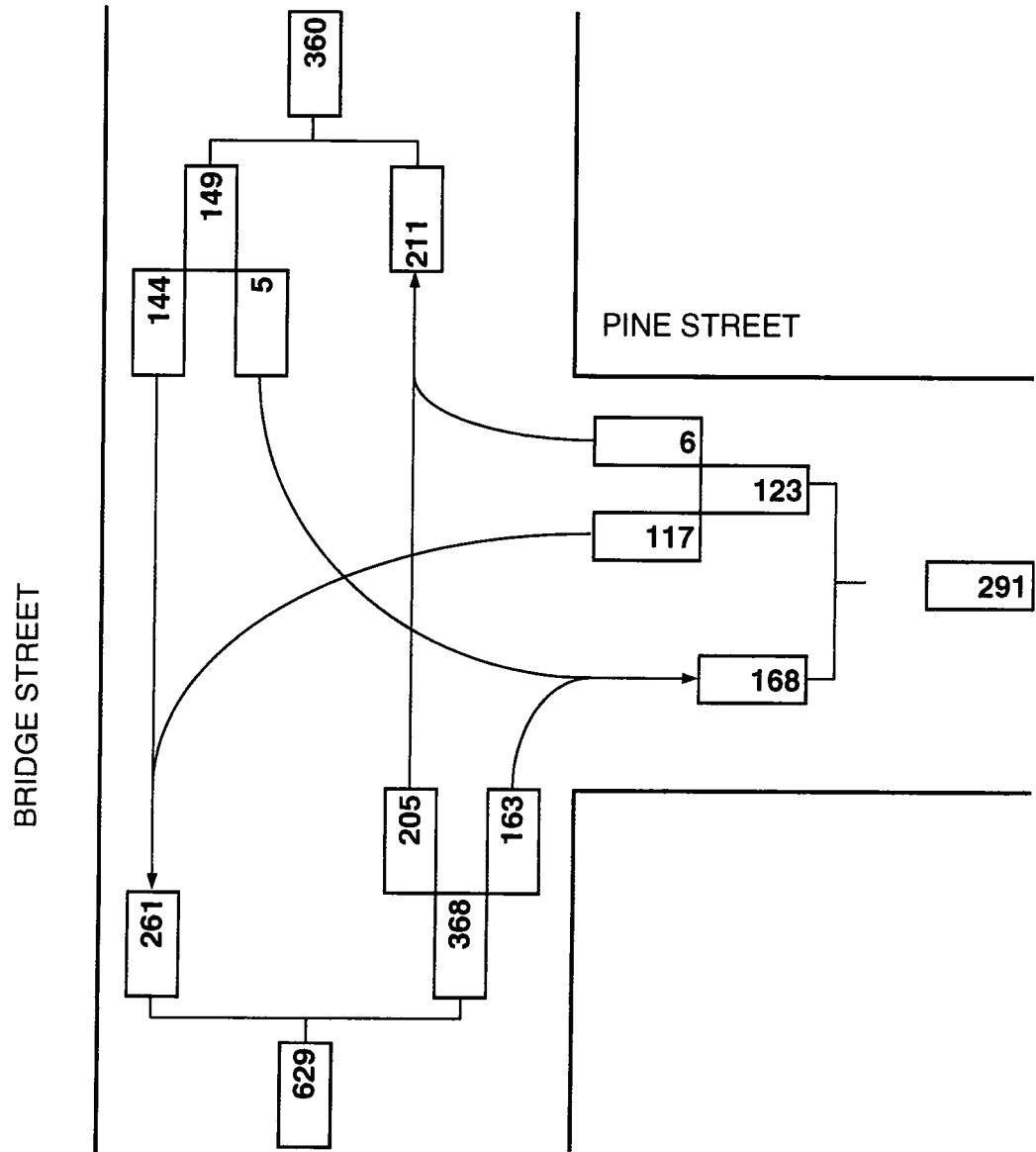
Existing: PM Peak

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: 4:30 AM - 5:30 PM

Future: n/a



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	Bridge St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	3/28/2014			Analysis Year	2014			
Analysis Time Period	PM Peak - Existing							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: Bridge Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		205	163	5	144			
Peak-Hour Factor, PHF	1.00	0.95	0.95	0.95	0.95	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	123	0	6		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				117		6		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95		
Hourly Flow Rate, HFR (veh/h)	5	151	0	0	215	171		
Percent Heavy Vehicles	0	0	0	2	0	7		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		5		129				
C (m) (veh/h)		1172		563				
v/c		0.00		0.23				
95% queue length		0.01		0.88				
Control Delay (s/veh)		8.1		13.3				
LOS		A		B				
Approach Delay (s/veh)	--	--	13.3					
Approach LOS	--	--	B					

East Pleasant Street at Pine Street

Turning Movement Diagram

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: AM Peak

Minor Street: E. Pleasant Street

Day of Week: Weekday

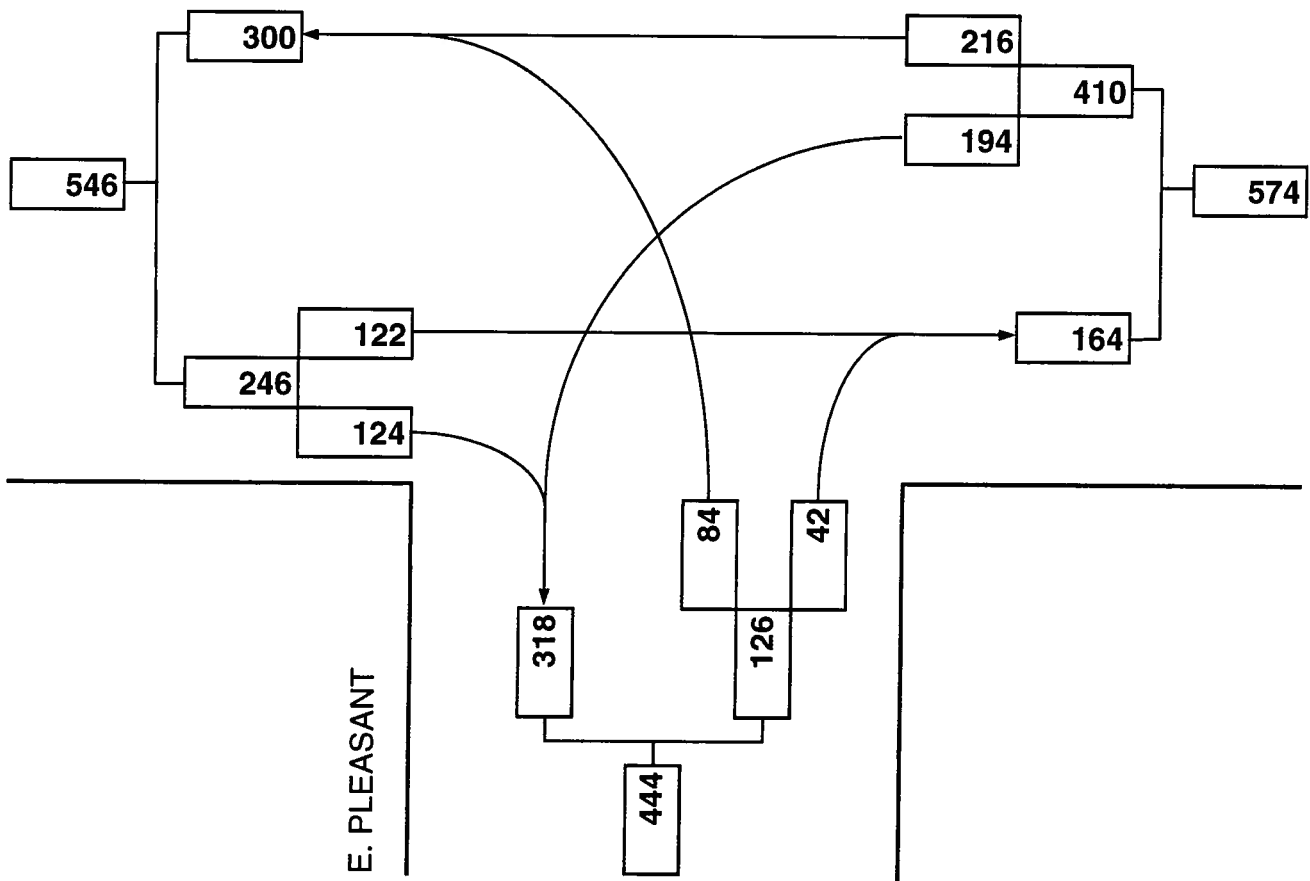
Peak Period: 8:00 AM - 9:00 AM

Future: n/a



NORTH

PINE STREET



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	E. Pleasant St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	3/28/2014			Analysis Year	2014			
Analysis Time Period	AM Peak - Existing							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: E. Pleasant St.				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		122	124	194	216			
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.93	0.93	1.00		
Hourly Flow Rate, HFR (veh/h)	0	131	133	208	232	0		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	84		42					
Peak-Hour Factor, PHF	0.93	1.00	0.93	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	90	0	45	0	0	0		
Percent Heavy Vehicles	1	0	3	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		208		135				
C (m) (veh/h)		1300		361				
v/c		0.16		0.37				
95% queue length		0.57		1.69				
Control Delay (s/veh)		8.3		20.8				
LOS		A		C				
Approach Delay (s/veh)	--	--	20.8					
Approach LOS	--	--	C					

Turning Movement Diagram

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: PM Peak

Minor Street: E. Pleasant Street

Day of Week: Weekday

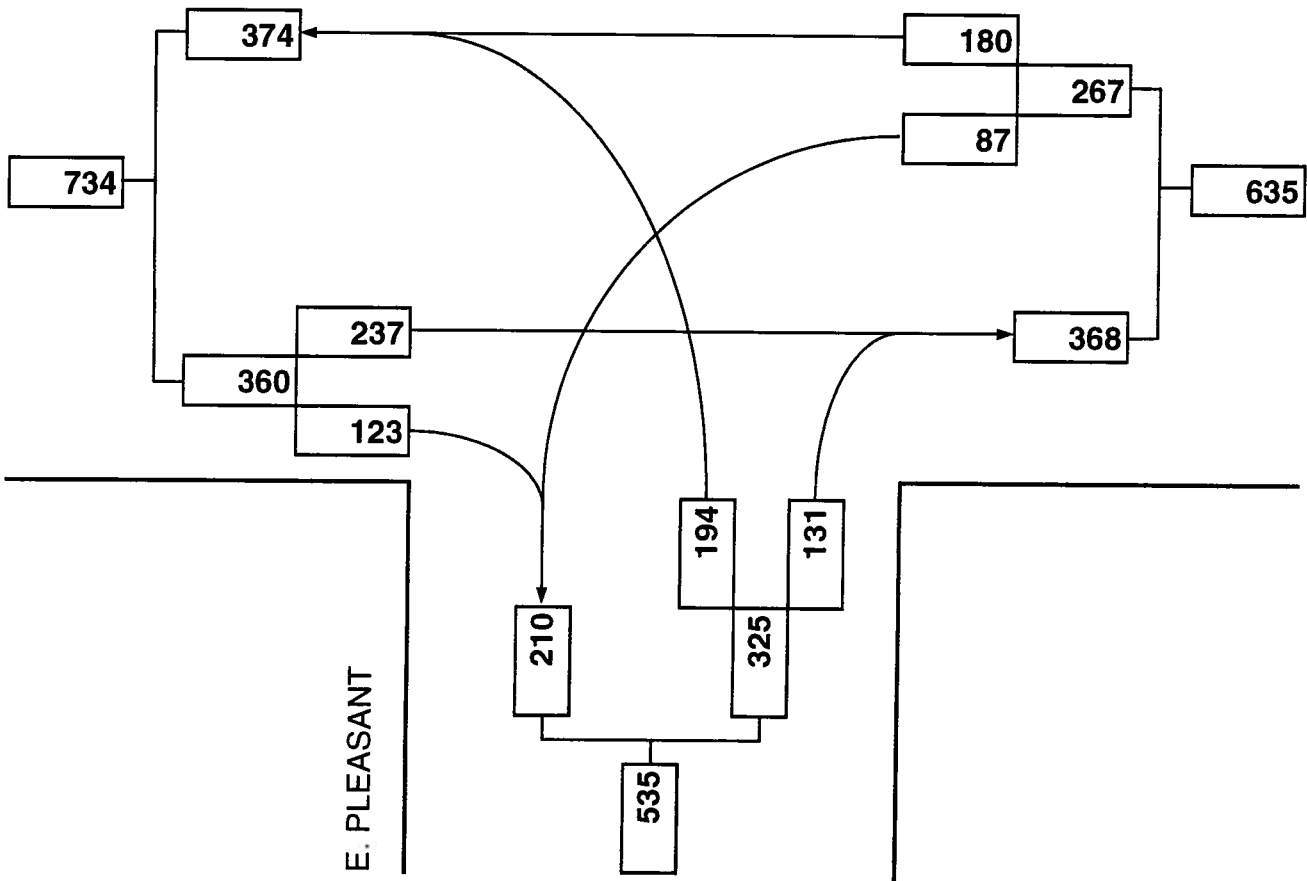
Peak Period: 4:30 PM - 5:30 PM

Future: n/a



NORTH

PINE STREET



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	E. Pleasant St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	3/28/2014			Analysis Year	2014			
Analysis Time Period	PM Peak - Existing							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: E. Pleasant St.				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		237	123	87	180			
Peak-Hour Factor, PHF	1.00	0.94	0.94	0.94	0.94	1.00		
Hourly Flow Rate, HFR (veh/h)	0	252	130	92	191	0		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	194		131					
Peak-Hour Factor, PHF	0.94	1.00	0.94	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	206	0	139	0	0	0		
Percent Heavy Vehicles	1	0	3	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		92		345				
C (m) (veh/h)		1176		469				
v/c		0.08		0.74				
95% queue length		0.25		6.01				
Control Delay (s/veh)		8.3		31.2				
LOS		A		D				
Approach Delay (s/veh)	--	--	31.2					
Approach LOS	--	--	D					

East Pleasant Street at Eastman Lane/Tilson Farm Road

Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

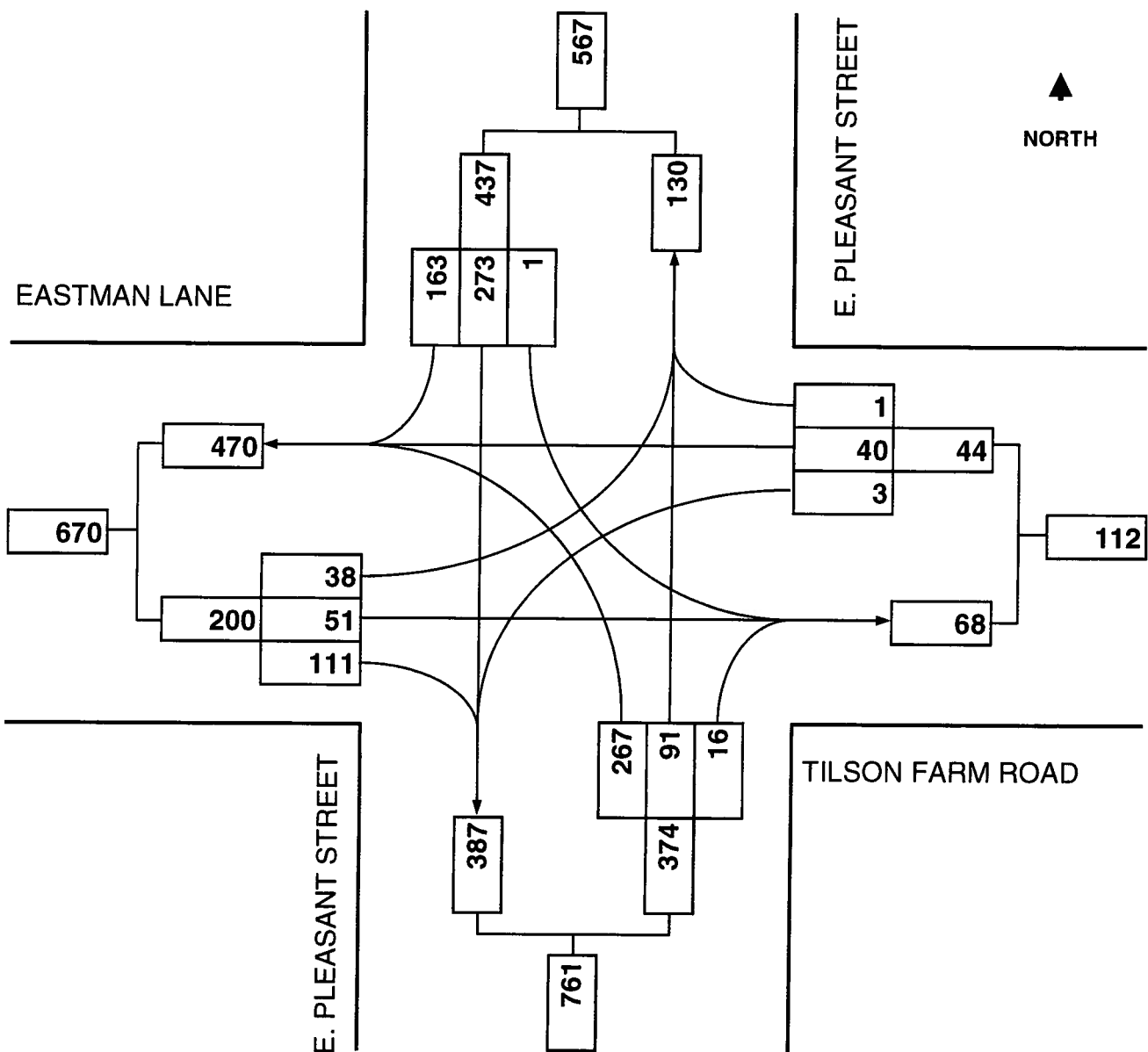
Existing: AM Peak

Minor Street: Eastman Ln./Tilson Farm Rd.

















Day of Week: Weekday

Peak Period: 8:00 AM - 9:00 AM

Future: n/a



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	51	111	3	40	1	267	91	16	1	273	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1708	0	0	1852	0	0	1789	0	0	1770	0
Flt Permitted		0.929			0.979			0.545			0.999	
Satd. Flow (perm)	0	1601	0	0	1818	0	0	1009	0	0	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106			1			6			82	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		3603			2633			13362			22902	
Travel Time (s)		98.3			71.8			260.3			446.1	
Lane Group Flow (vph)	0	215	0	0	47	0	0	402	0	0	470	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		11.4			11.4			34.2			34.2	
Actuated g/C Ratio		0.21			0.21			0.64			0.64	
v/c Ratio		0.51			0.12			0.62			0.41	
Control Delay		14.1			16.8			12.6			5.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.1			16.8			12.6			5.7	
LOS		B			B			B			A	
Approach Delay		14.1			16.8			12.6			5.7	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 10.2





Intersection Capacity Utilization 73.2%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD

 p2	 p4
38 s	22 s
 p6	 p8
38 s	22 s

Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

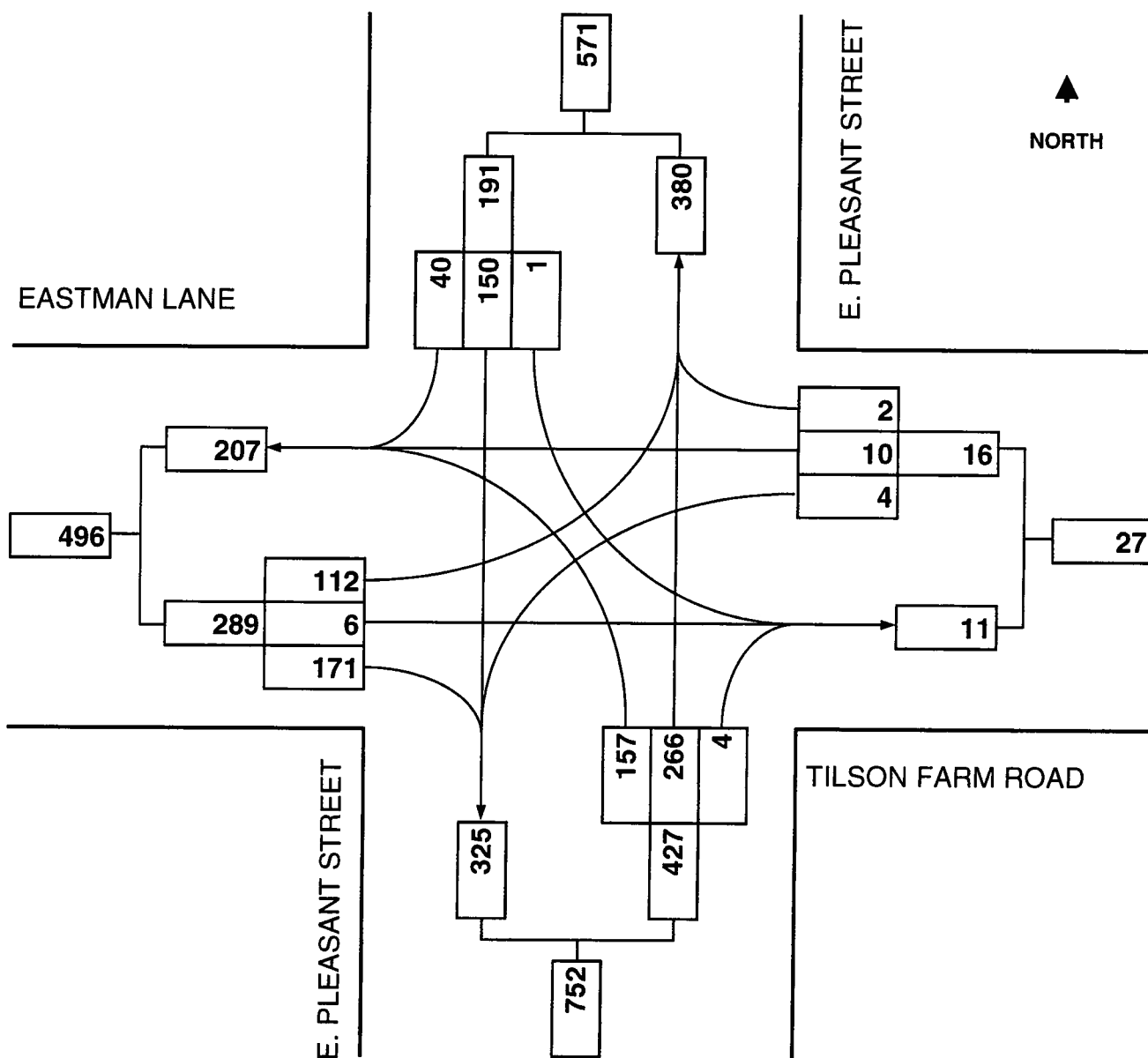
Existing: PM Peak

Minor Street: Eastman Ln./Tilson Farm Rd.

















Day of Week: Weekday

Peak Period: 5:00 PM - 6:00 PM

Future: n/a



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	6	171	4	10	2	157	266	4	1	150	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1681	0	0	1809	0	0	1827	0	0	1811	0
Flt Permitted		0.866			0.923			0.812			0.999	
Satd. Flow (perm)	0	1484	0	0	1690	0	0	1511	0	0	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		134			2			1			33	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		3603			2633			13362			22902	
Travel Time (s)		98.3			71.8			260.3			446.1	
Lane Group Flow (vph)	0	301	0	0	16	0	0	445	0	0	199	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		13.6			13.6			31.3			31.3	
Actuated g/C Ratio		0.26			0.26			0.59			0.59	
v/c Ratio		0.63			0.04			0.50			0.18	
Control Delay		15.5			12.9			10.0			5.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.5			12.9			10.0			5.7	
LOS		B			B			A			A	
Approach Delay		15.5			12.9			10.0			5.7	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 52.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 10.9

Intersection Capacity Utilization 67.0%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD

 p2	 p4
35 s	25 s
 p6	 p8
35 s	25 s

East Pleasant Street at Strong Street

Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

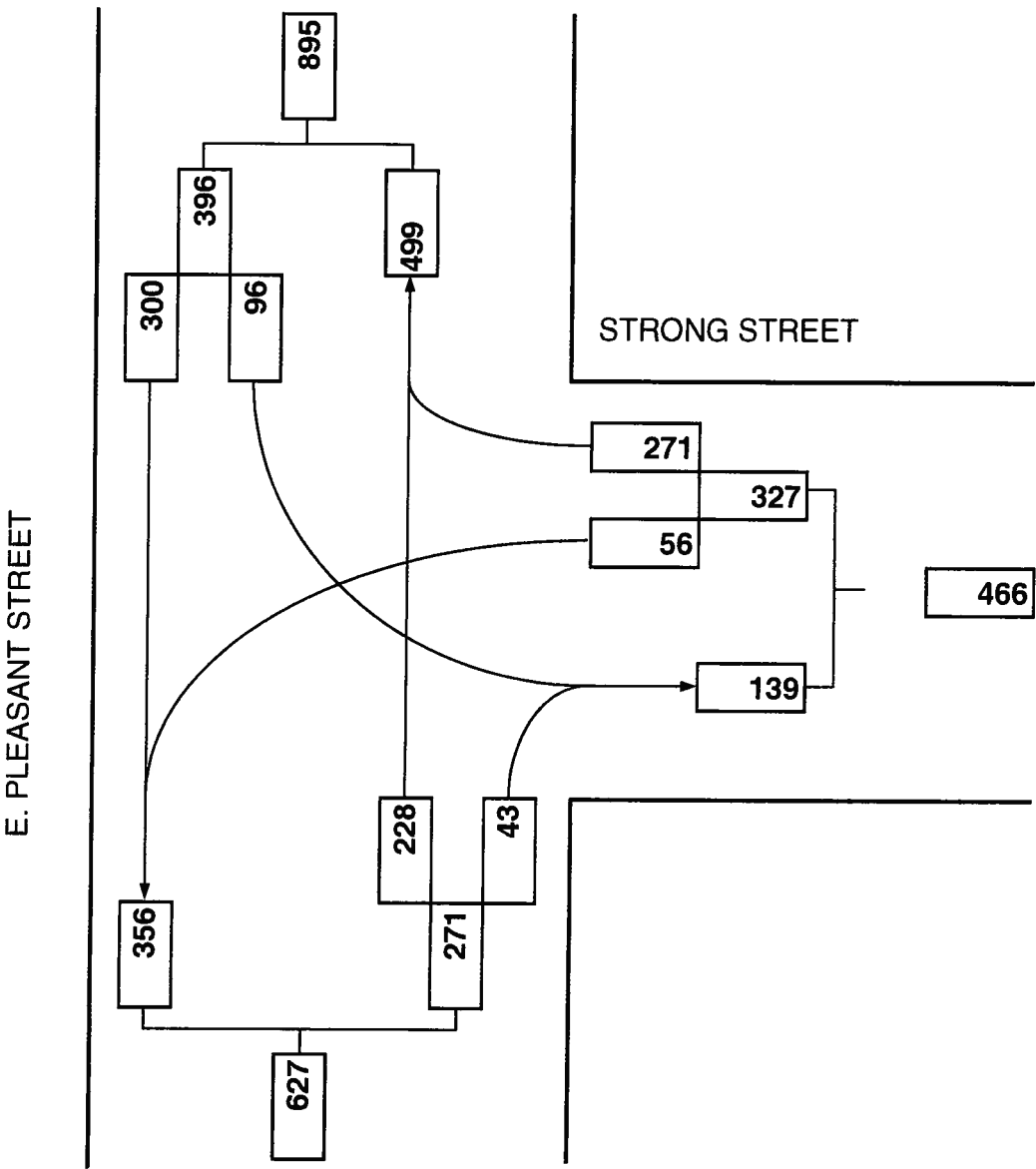
Existing: AM Peak

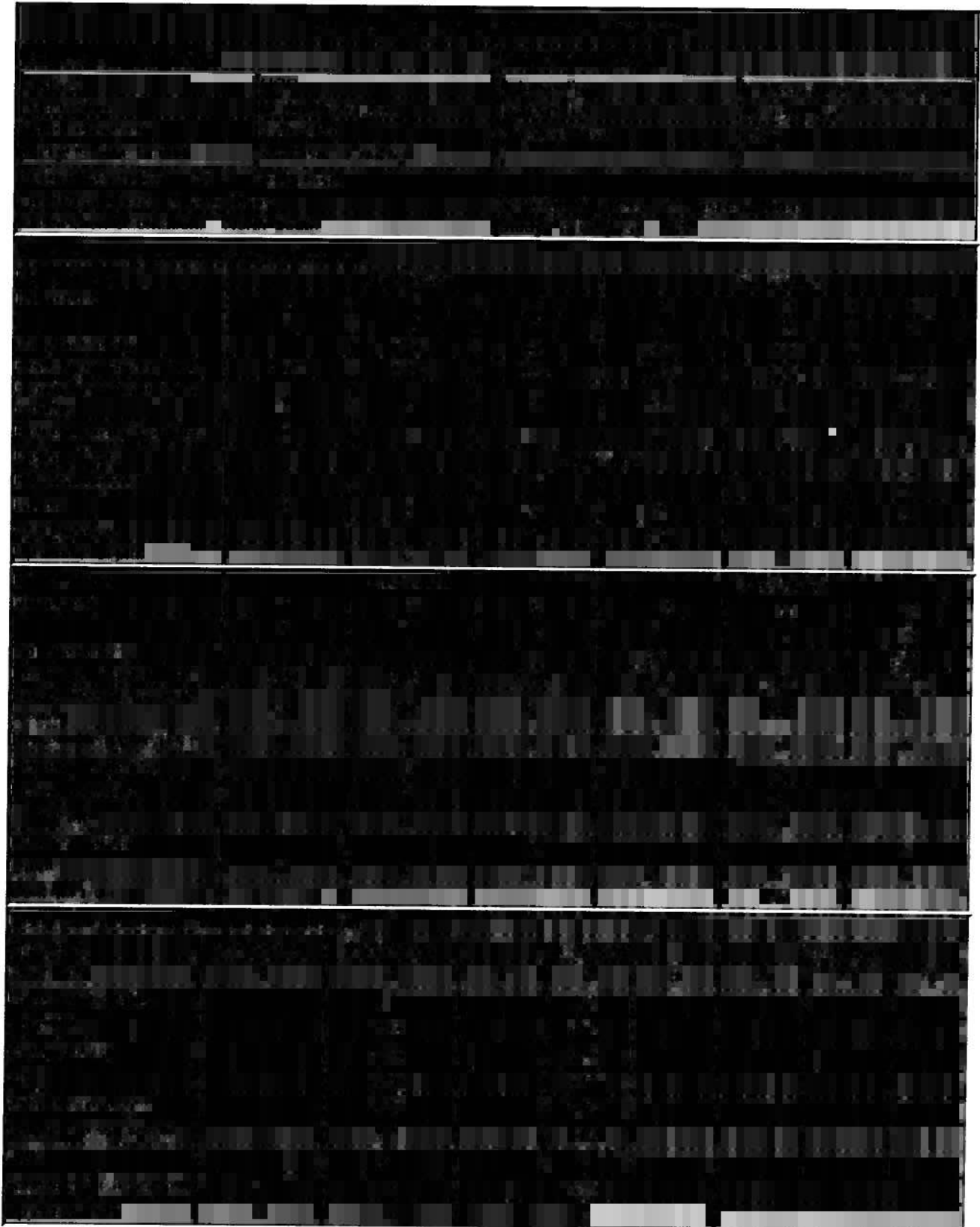
Minor Street: Strong Street

Day of Week: Weekday

Peak Period: 8:00 AM - 9:00 AM

Future: n/a





Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

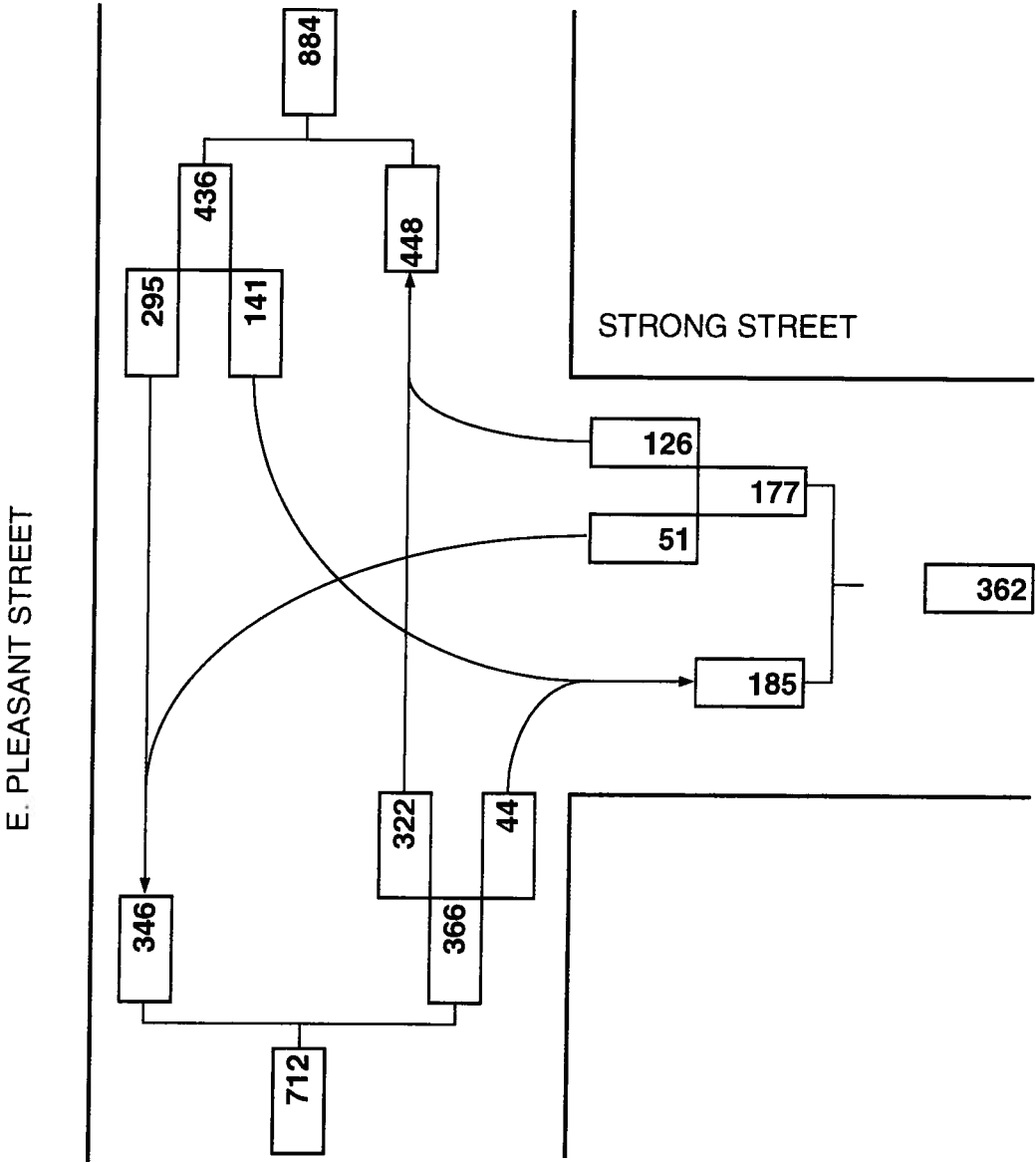
Existing: PM Peak

Minor Street: Strong Street

Day of Week: Weekday

Peak Period: 3:00 PM - 4:00 PM

Future: n/a



TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	HCP				Intersection	E. Pleasant St. & Strong St.		
Agency/Co.	BETA Group, Inc.				Jurisdiction	Amherst, MA		
Date Performed	3/28/2014				Analysis Year	2014		
Analysis Time Period	PM Peak - Existing							
Project Description 4512 - The Retreat								
East/West Street: Strong Street					North/South Street: E. Pleasant Street			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		322	44	141	295			
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.93	0.92	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	54	0	135		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				51		126		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.93	1.00	0.93		
Hourly Flow Rate, HFR (veh/h)	151	320	0	0	346	47		
Percent Heavy Vehicles	0	0	0	1	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		151		189				
C (m) (veh/h)		1171		445				
v/c		0.13		0.42				
95% queue length		0.44		2.08				
Control Delay (s/veh)		8.5		18.9				
LOS		A		C				
Approach Delay (s/veh)	--	--	18.9					
Approach LOS	--	--	C					

North Pleasant Street at Pine Street/Meadow Street

Turning Movement Diagram

Major Street: N. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

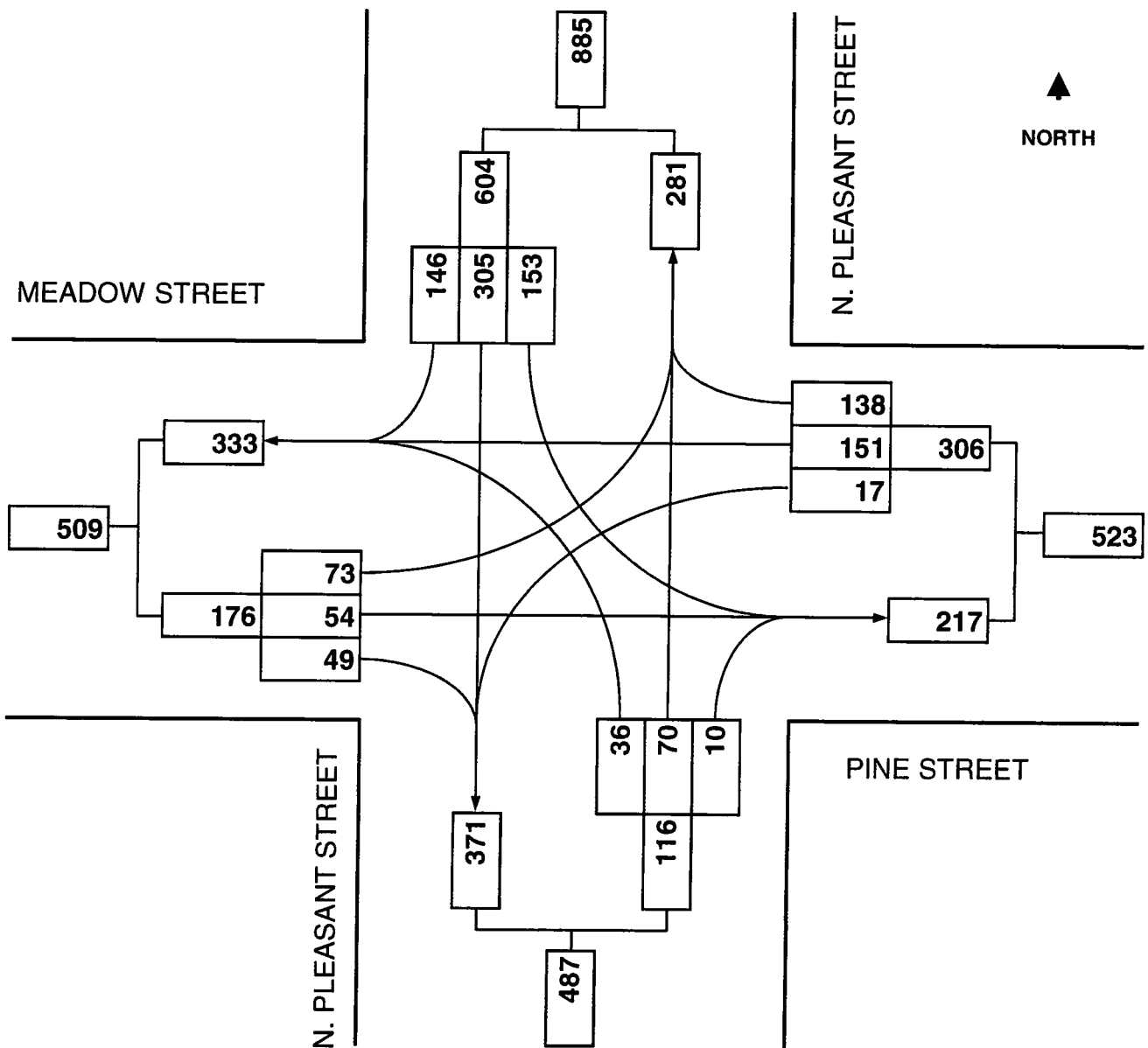
Existing: AM Peak

Minor Street: Pine Street/Meadow Street





















Day of Week: Weekday

Peak Period: 9:00 AM - 10:00 AM

Future: n/a



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	54	49	17	151	138	36	70	10	153	305	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1820	0	0	1694	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.792			0.981		0.489			0.709		
Satd. Flow (perm)	0	1471	0	0	1667	0	826	1689	1436	1155	1689	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			87				55			155
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	187	0	0	326	0	38	74	11	163	324	155
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		26.0			26.0		26.0	26.0	26.0	26.0	26.0	26.0
Actuated g/C Ratio		0.43			0.43		0.43	0.43	0.43	0.43	0.43	0.43
v/c Ratio		0.28			0.42		0.11	0.10	0.02	0.33	0.44	0.22
Control Delay		9.9			10.5		11.2	10.6	0.0	13.5	14.4	3.1
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		9.9			10.5		11.2	10.6	0.0	13.5	14.4	3.1
LOS		A			B		B	B	A	B	B	A
Approach Delay		9.9			10.5			9.8			11.4	
Approach LOS		A			B			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.44

Intersection Signal Delay: 10.8

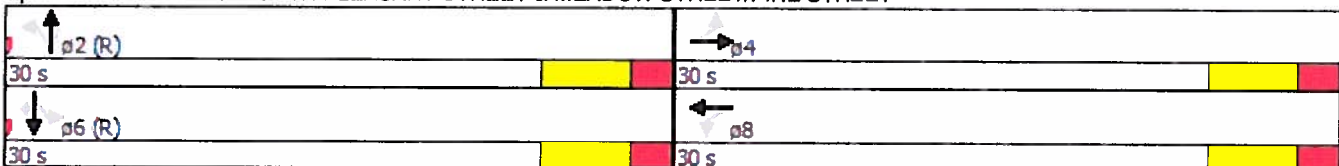
Intersection LOS: B

Intersection Capacity Utilization 59.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET



Turning Movement Diagram

Major Street: N. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

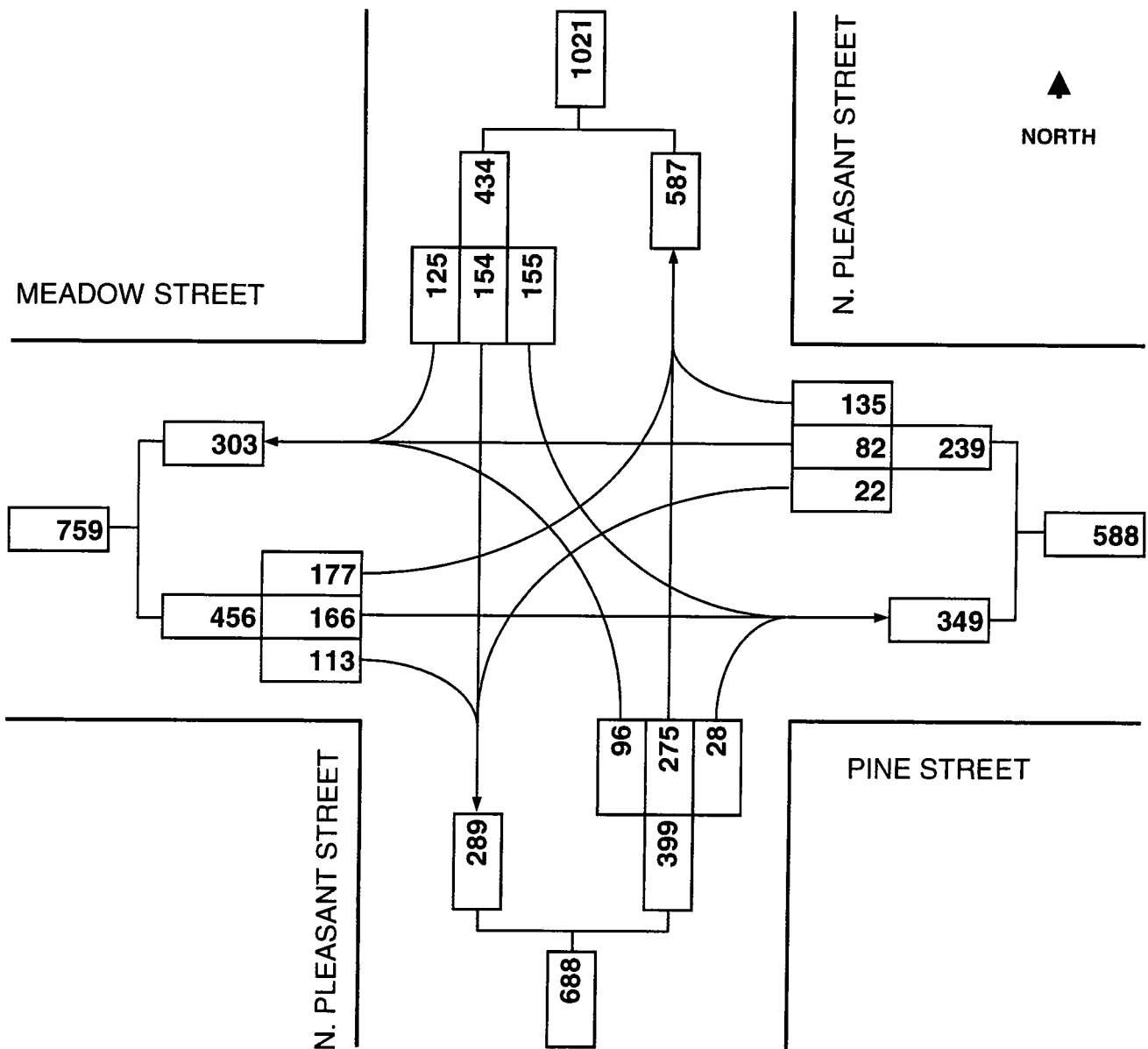
Existing: PM Peak

Minor Street: Pine Street/Meadow Street





















Day of Week: Weekday

Peak Period: 5:00 PM - 6:00 PM

Future: n/a



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	166	113	22	82	135	96	275	28	155	154	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1829	0	0	1664	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.781			0.942		0.656			0.516		
Satd. Flow (perm)	0	1456	0	0	1575	0	1108	1689	1436	840	1689	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			141				55			130
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	475	0	0	249	0	100	286	29	161	160	130
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	32.0	32.0		32.0	32.0		28.0	28.0	28.0	28.0	28.0	28.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		28.0			28.0		24.0	24.0	24.0	24.0	24.0	24.0
Actuated g/C Ratio		0.47			0.47		0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio		0.68			0.31		0.23	0.42	0.05	0.48	0.24	0.20
Control Delay		17.5			5.7		13.6	15.5	1.9	19.3	13.1	3.5
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		17.5			5.7		13.6	15.5	1.9	19.3	13.1	3.5
LOS		B			A		B	B	A	B	B	A
Approach Delay		17.5			5.7			14.1			12.6	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 13.4













Intersection LOS: B

Intersection Capacity Utilization 75.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET

					
$\phi 2$ (R)			$\phi 4$		
28 s			32 s		
					
$\phi 6$ (R)			$\phi 8$		
28 s			32 s		

Future No Build AM and PM Peak Hour

Henry Street at Pine Street

Turning Movement Diagram

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

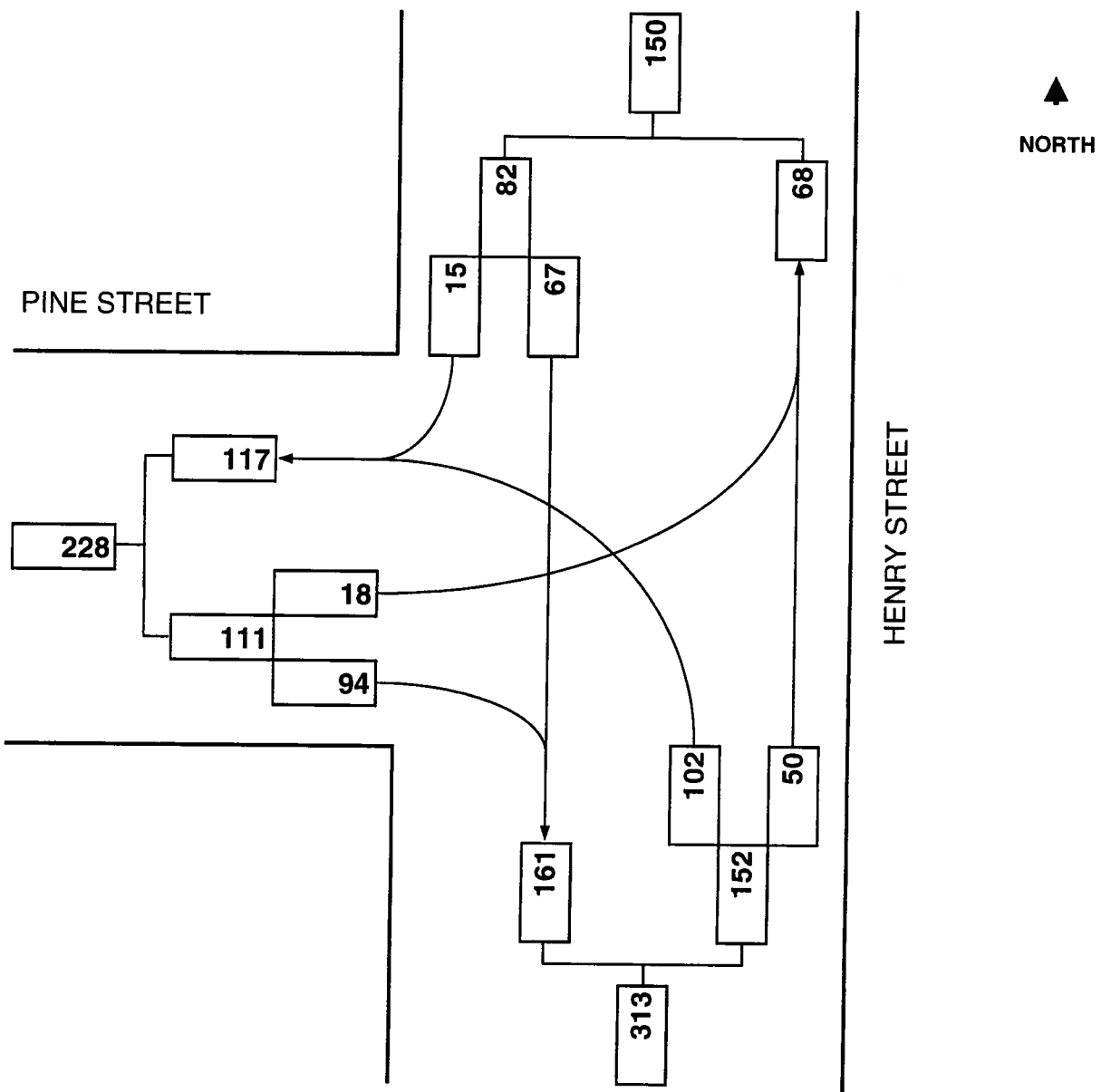
Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: AM Peak

Future: No Build



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	Henry St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	4/18/2014			Analysis Year	2019			
Analysis Time Period	AM Peak - Future No Build							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: Henry Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	102	50			67	15		
Peak-Hour Factor, PHF	0.88	0.88	1.00	1.00	0.88	0.88		
Hourly Flow Rate, HFR (veh/h)	20	0	106	0	0	0		
Percent Heavy Vehicles	2	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	18		94					
Peak-Hour Factor, PHF	0.88	1.00	0.88	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	76	17	115	56	0		
Percent Heavy Vehicles	2	0	2	0	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	115						126	
C (m) (veh/h)	1501						881	
v/c	0.08						0.14	
95% queue length	0.25						0.50	
Control Delay (s/veh)	7.6						9.8	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.8		
Approach LOS	--	--				A		

Turning Movement Diagram

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

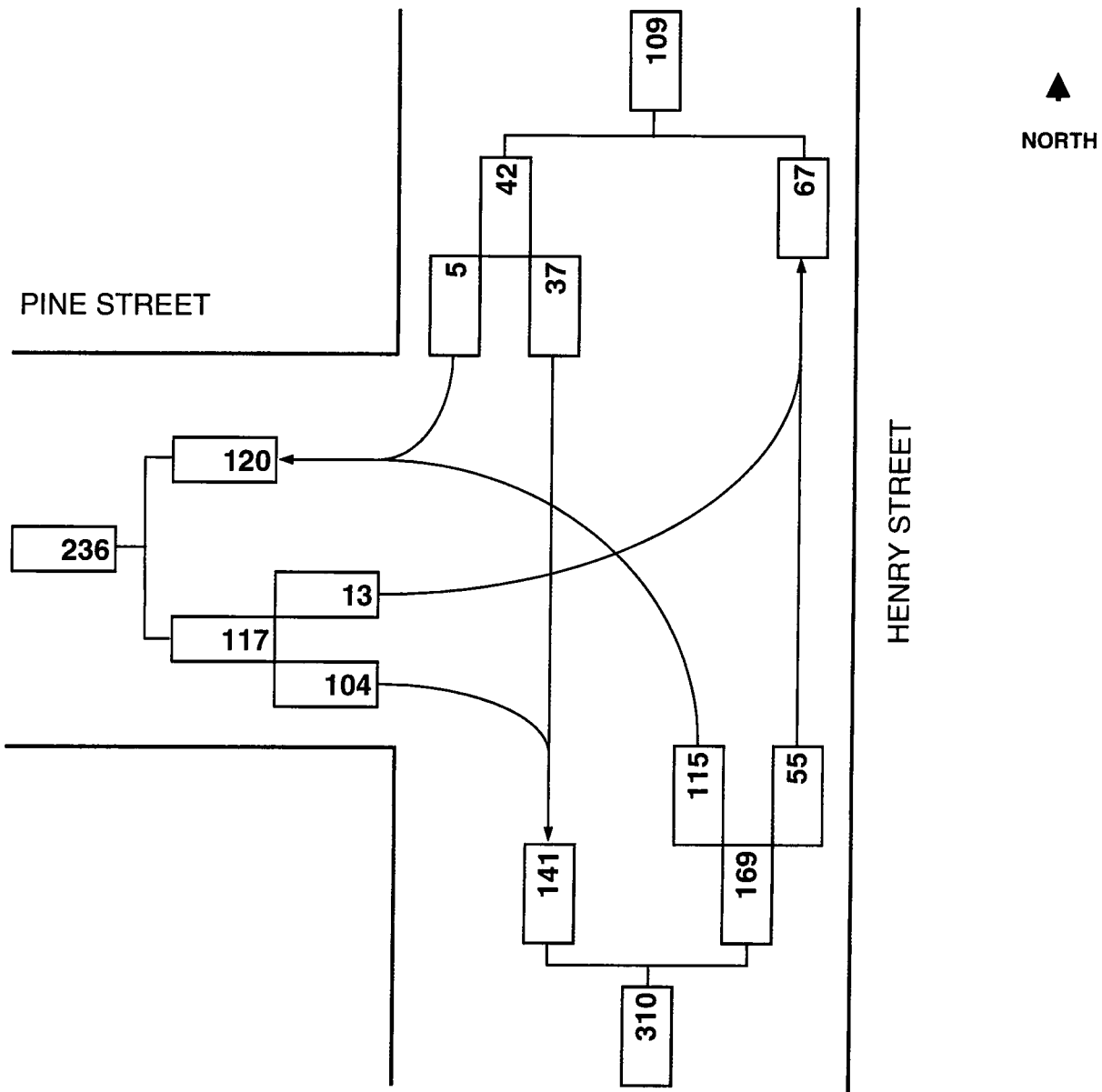
Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: PM Peak

Future: No Build



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	Henry St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	4/18/2014			Analysis Year	2019			
Analysis Time Period	PM Peak - Future No Build							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: Henry Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	115	55			37	5		
Peak-Hour Factor, PHF	0.87	0.87	1.00	1.00	0.87	0.87		
Hourly Flow Rate, HFR (veh/h)	14	0	119	0	0	0		
Percent Heavy Vehicles	2	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	13		104					
Peak-Hour Factor, PHF	0.87	1.00	0.87	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	42	5	132	63	0		
Percent Heavy Vehicles	2	0	2	0	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	132						133	
C (m) (veh/h)	1560						948	
v/c	0.08						0.14	
95% queue length	0.28						0.49	
Control Delay (s/veh)	7.5						9.4	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.4		
Approach LOS	--	--				A		

Bridge Street at Market Hill Road

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

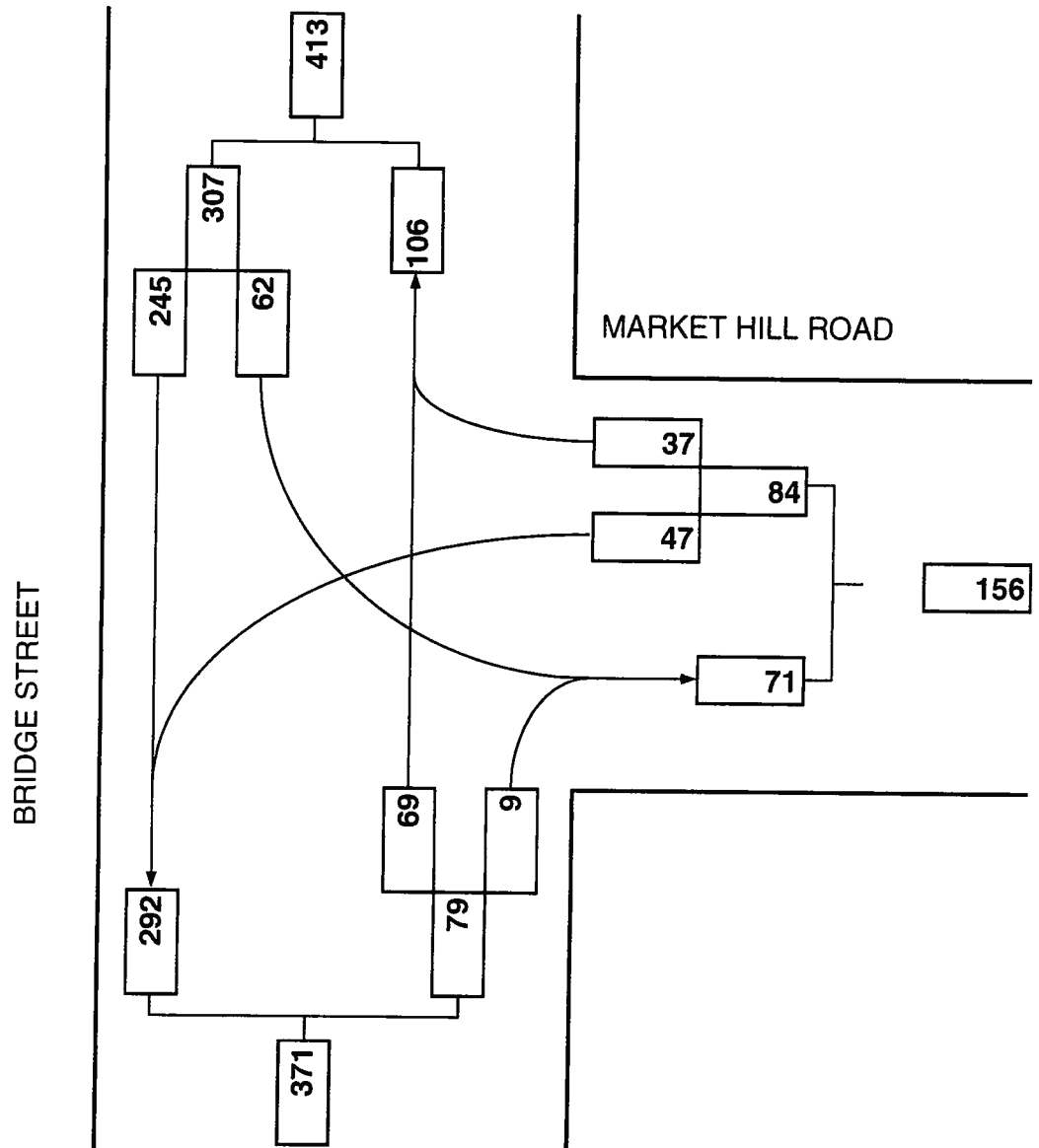
Existing: n/a

Minor Street: Market Hill Road

Day of Week: Weekday

Peak Period: AM Peak

Future: No Build



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	Bridge St. & Market Hill Rd.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	4/18/2014			Analysis Year	2019			
Analysis Time Period	AM Peak - Future No Build							
Project Description 4512 - The Retreat								
East/West Street: Market Hill Road				North/South Street: Bridge Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		69	9	62	245			
Peak-Hour Factor, PHF	1.00	0.85	0.85	0.85	0.85	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	55	0	43		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				47		37		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.85	1.00	0.85		
Hourly Flow Rate, HFR (veh/h)	72	288	0	0	81	10		
Percent Heavy Vehicles	0	0	0	5	0	3		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		72		98				
C (m) (veh/h)		1504		623				
v/c		0.05		0.16				
95% queue length		0.15		0.56				
Control Delay (s/veh)		7.5		11.9				
LOS		A		B				
Approach Delay (s/veh)	--	--	11.9					
Approach LOS	--	--	B					

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

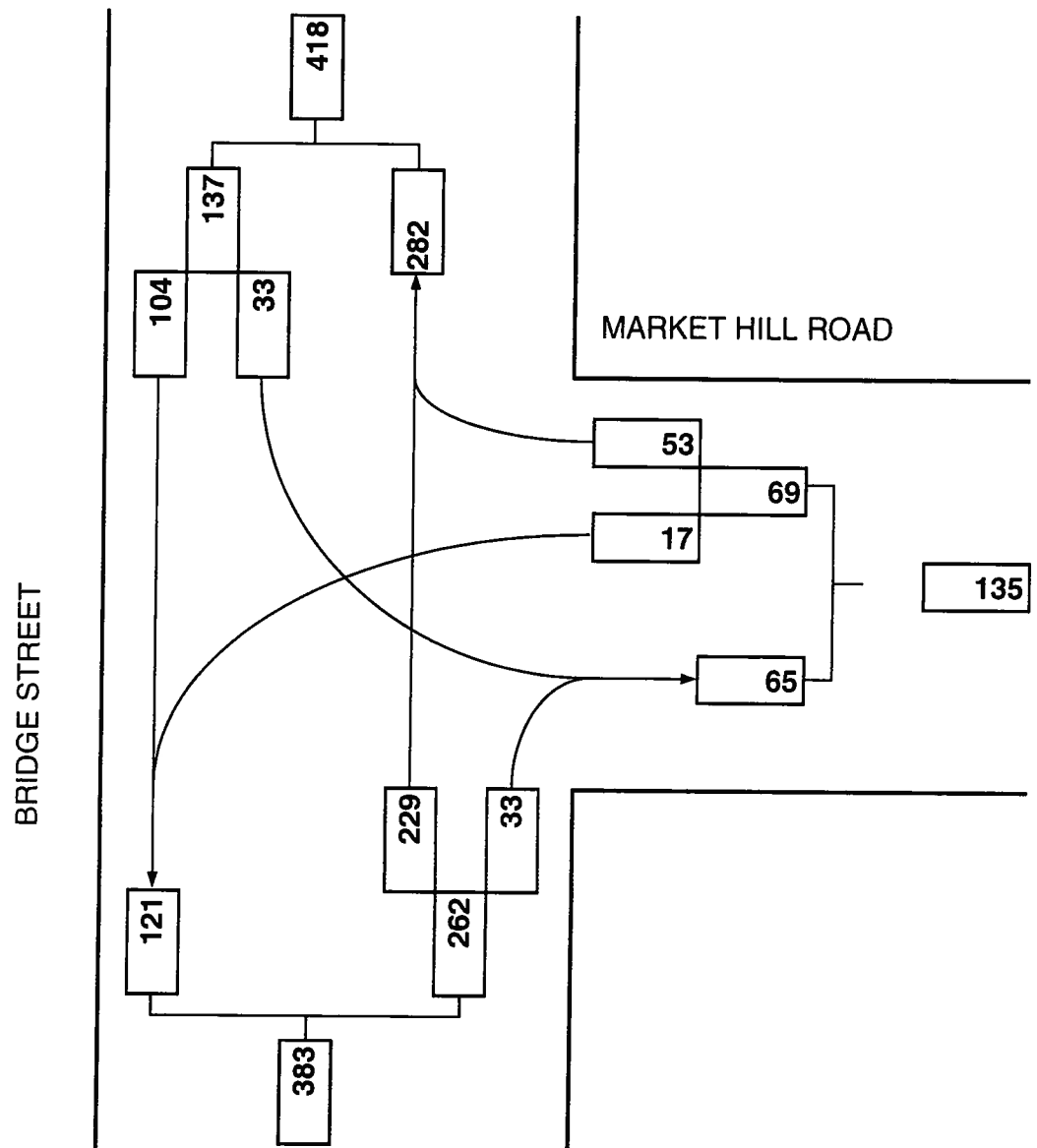
Existing: n/a

Minor Street: Market Hill Road

Day of Week: Weekday

Peak Period: PM Peak

Future: No Build



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	Bridge St. & Market Hill Rd.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	4/18/2014			Analysis Year	2019			
Analysis Time Period	PM Peak - Future No Build							
Project Description 4512 - The Retreat								
East/West Street: Market Hill Road				North/South Street: Bridge Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		229	33	33	104			
Peak-Hour Factor, PHF	1.00	0.90	0.90	0.90	0.90	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	18	0	58		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				17		53		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90		
Hourly Flow Rate, HFR (veh/h)	36	115	0	0	254	36		
Percent Heavy Vehicles	0	0	0	5	0	3		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		36		76				
C (m) (veh/h)		1272		695				
v/c		0.03		0.11				
95% queue length		0.09		0.37				
Control Delay (s/veh)		7.9		10.8				
LOS		A		B				
Approach Delay (s/veh)	--	--	10.8					
Approach LOS	--	--	B					

Bridge Street at Pine Street

BETA Group, Inc.

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: N/A

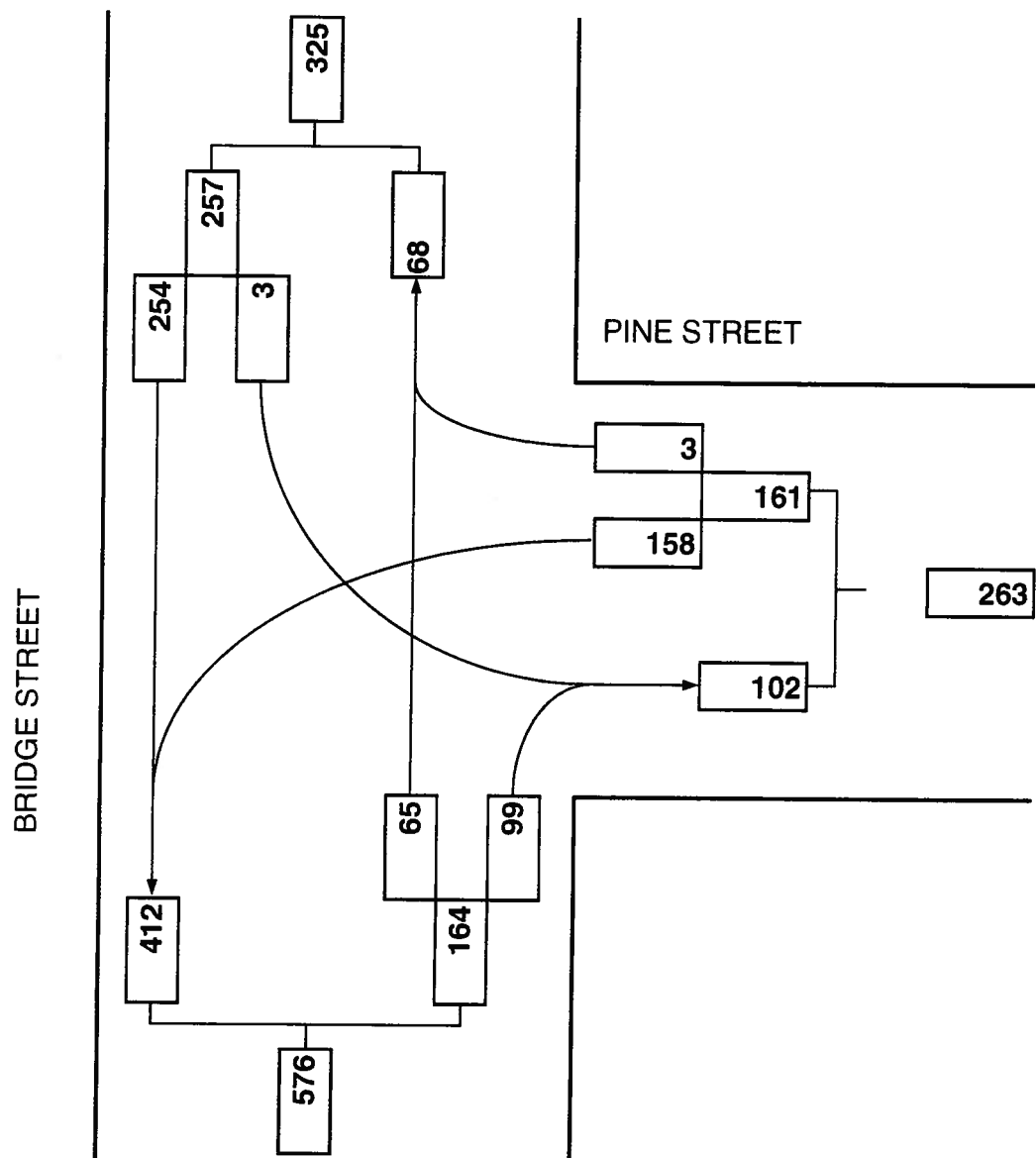
Minor Street: Pine Street

Day of Week: Weekday

Peak Period: AM Peak

Future: No-Build

▲
NORTH



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	Bridge St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	4/18/2014			Analysis Year	2019			
Analysis Time Period	AM Peak - Future No Build							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: Bridge Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		65	99	3	254			
Peak-Hour Factor, PHF	1.00	0.91	0.91	0.91	0.91	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	173	0	3		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				158		3		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.91	1.00	0.91		
Hourly Flow Rate, HFR (veh/h)	3	279	0	0	71	108		
Percent Heavy Vehicles	0	0	0	2	0	7		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		3		176				
C (m) (veh/h)		1397		601				
v/c		0.00		0.29				
95% queue length		0.01		1.21				
Control Delay (s/veh)		7.6		13.5				
LOS		A		B				
Approach Delay (s/veh)	--	--	13.5					
Approach LOS	--	--	B					

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

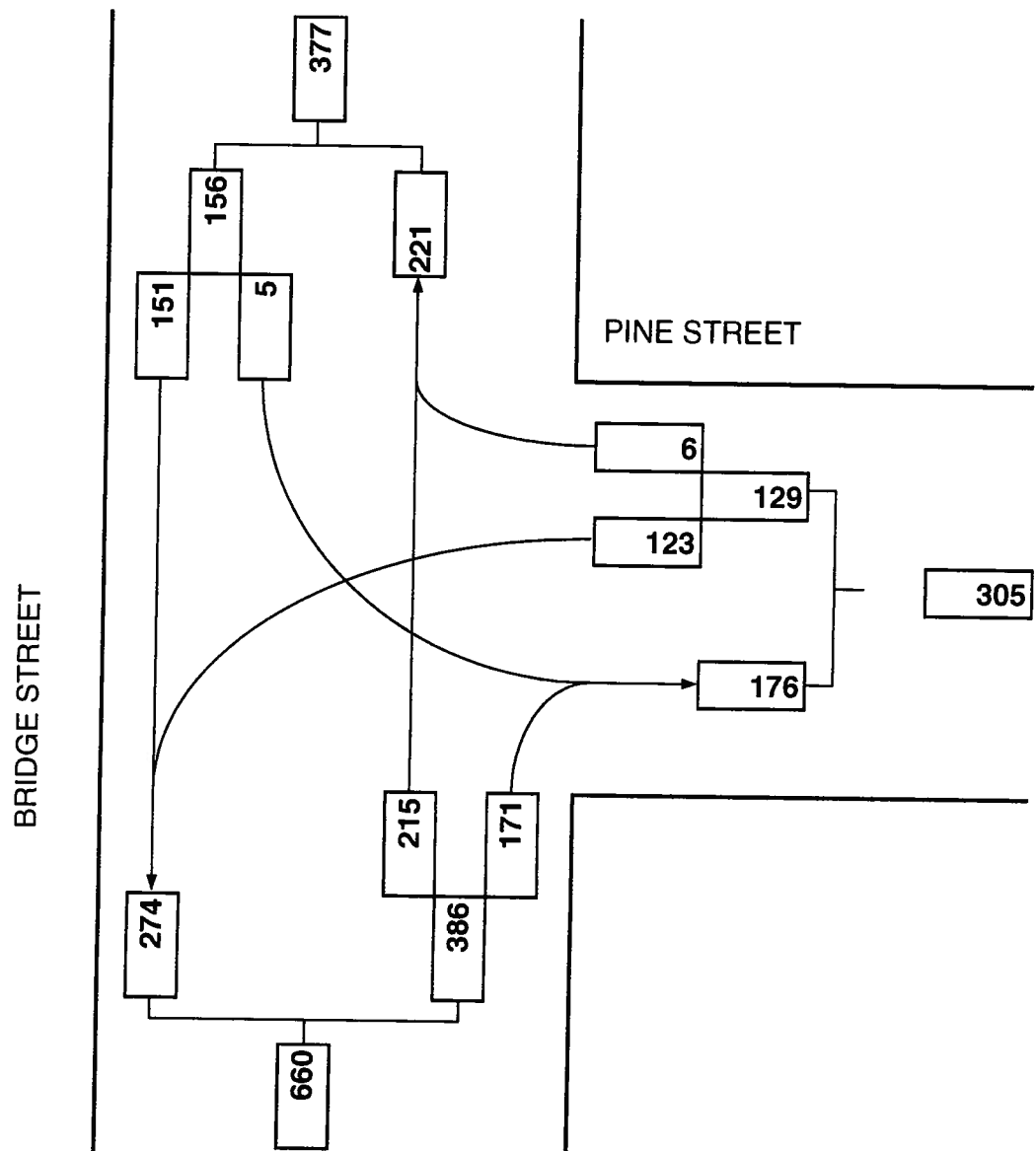
Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: 4:30 AM - 5:30 PM

Future: No-Build



TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	HCP				Intersection	Bridge St. & Pine St.		
Agency/Co.	BETA Group, Inc.				Jurisdiction	Amherst, MA		
Date Performed	4/18/2014				Analysis Year	2019		
Analysis Time Period	PM Peak - Future No Build							
Project Description 4512 - The Retreat								
East/West Street: Pine Street					North/South Street: Bridge Street			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		215	171	5	151			
Peak-Hour Factor, PHF	1.00	0.95	0.95	0.95	0.95	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	129	0	6		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				123		6		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95		
Hourly Flow Rate, HFR (veh/h)	5	158	0	0	226	180		
Percent Heavy Vehicles	0	0	0	2	0	7		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		5		135				
C (m) (veh/h)		1153		546				
v/c		0.00		0.25				
95% queue length		0.01		0.97				
Control Delay (s/veh)		8.1		13.7				
LOS		A		B				
Approach Delay (s/veh)	--	--	13.7					
Approach LOS	--	--	B					

East Pleasant Street at Pine Street

Turning Movement Diagram

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: n/a

Minor Street: E. Pleasant Street

Day of Week: Weekday

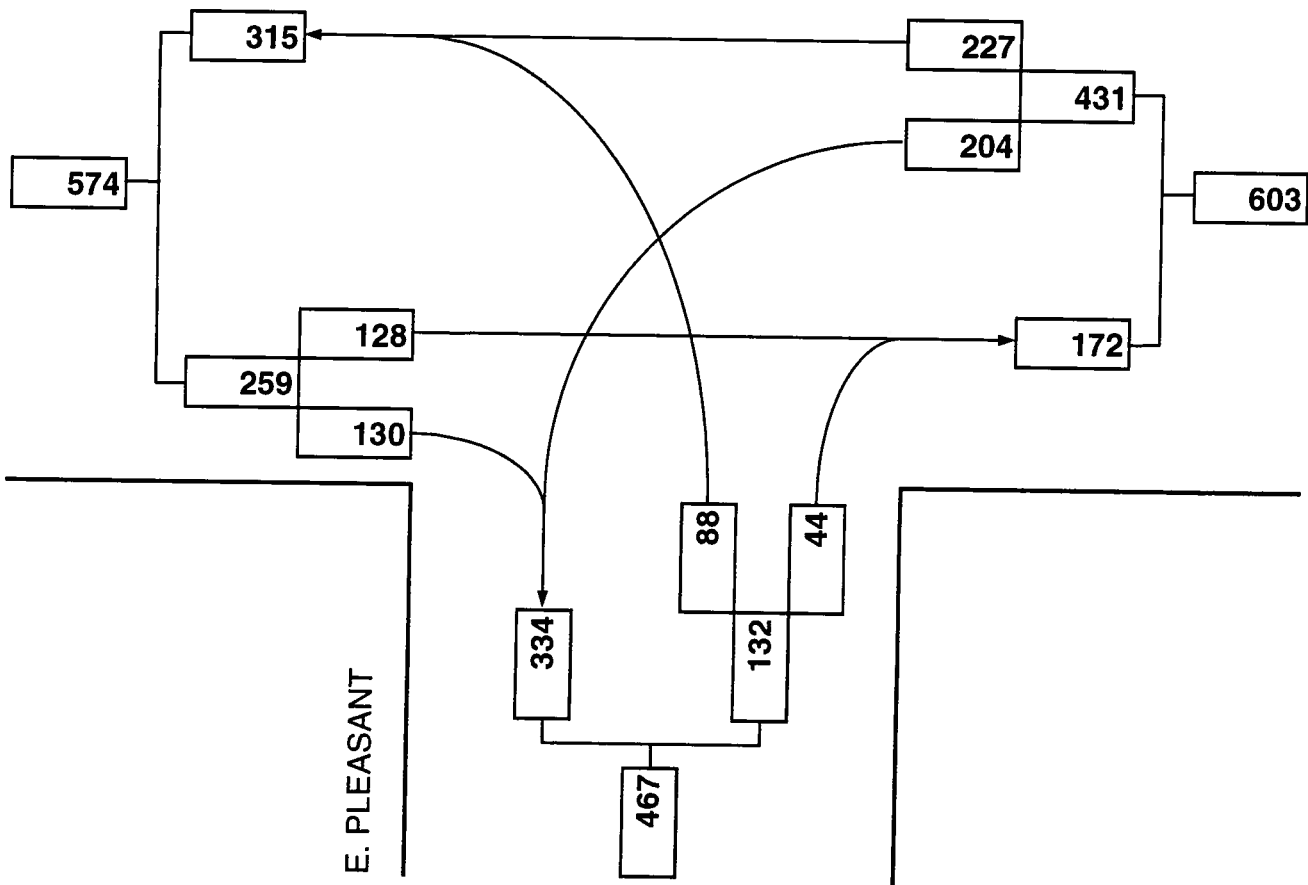
Peak Period: AM Peak

Future: No Build



NORTH

PINE STREET



TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	HCP				Intersection	E. Pleasant St. & Pine St.		
Agency/Co.	BETA Group, Inc.				Jurisdiction	Amherst, MA		
Date Performed	4/18/2014				Analysis Year	2019		
Analysis Time Period	AM Peak - Future No Build							
Project Description 4512 - The Retreat								
East/West Street: Pine Street					North/South Street: E. Pleasant St.			
Intersection Orientation: East-West					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		128	130	204	227			
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.93	0.93	1.00		
Hourly Flow Rate, HFR (veh/h)	0	137	139	219	244	0		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	88		44					
Peak-Hour Factor, PHF	0.93	1.00	0.93	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	94	0	47	0	0	0		
Percent Heavy Vehicles	1	0	3	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		219		141				
C (m) (veh/h)		1287		338				
v/c		0.17		0.42				
95% queue length		0.61		1.99				
Control Delay (s/veh)		8.4		23.1				
LOS		A		C				
Approach Delay (s/veh)	--	--	23.1					
Approach LOS	--	--	C					

Turning Movement Diagram

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: n/a

Minor Street: E. Pleasant Street

Day of Week: Weekday

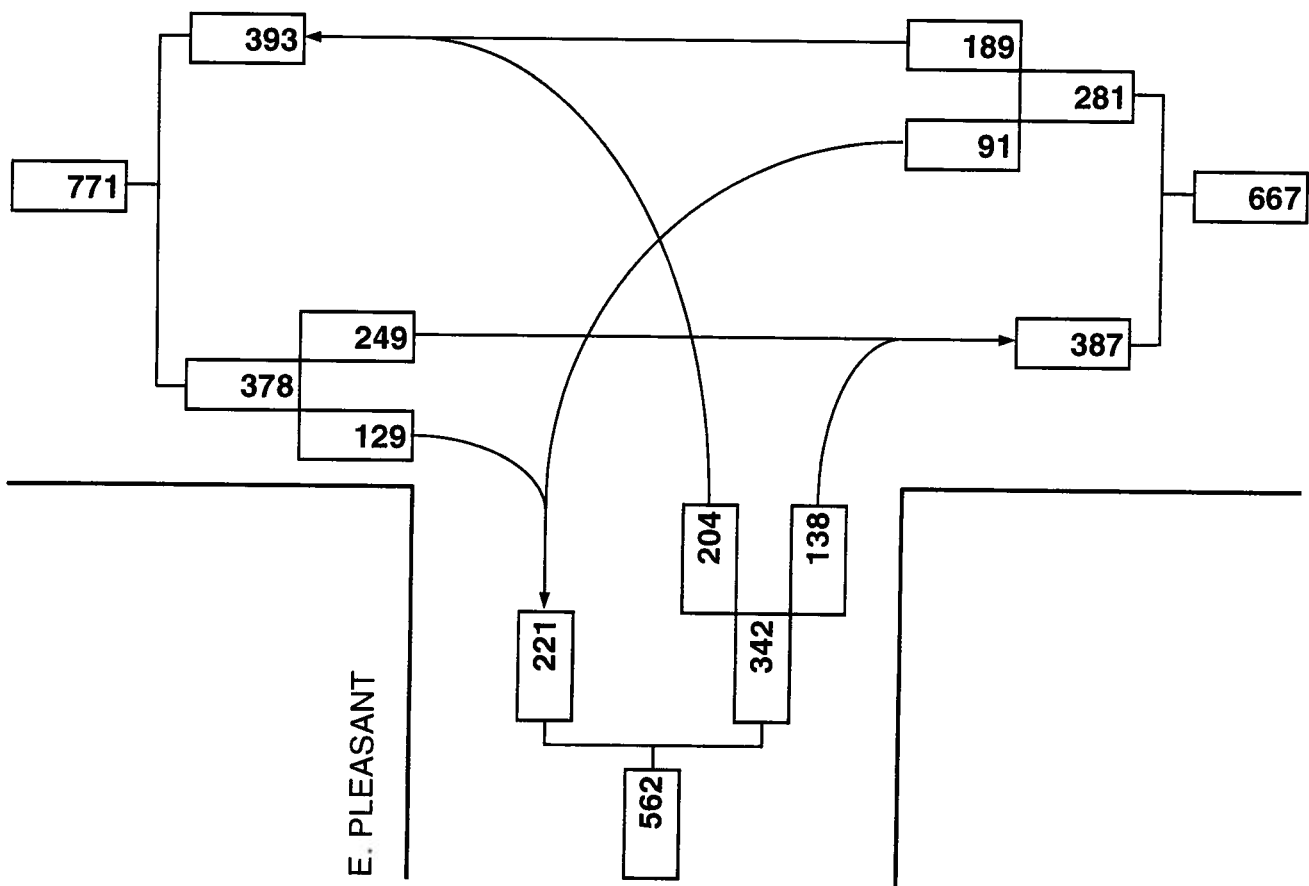
Peak Period: PM Peak

Future: No Build



NORTH

PINE STREET



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	E. Pleasant St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	4/18/2014			Analysis Year	2019			
Analysis Time Period	PM Peak - Future No Build							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: E. Pleasant St.				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		249	129	91	189			
Peak-Hour Factor, PHF	1.00	0.94	0.94	0.94	0.94	1.00		
Hourly Flow Rate, HFR (veh/h)	0	264	137	96	201	0		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	204		138					
Peak-Hour Factor, PHF	0.94	1.00	0.94	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	217	0	146	0	0	0		
Percent Heavy Vehicles	1	0	3	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		96		363				
C (m) (veh/h)		1158		449				
v/c		0.08		0.81				
95% queue length		0.27		7.47				
Control Delay (s/veh)		8.4		39.0				
LOS		A		E				
Approach Delay (s/veh)	--	--	39.0					
Approach LOS	--	--	E					

East Pleasant Street at Eastman Lane/Tilson Farm Road

Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

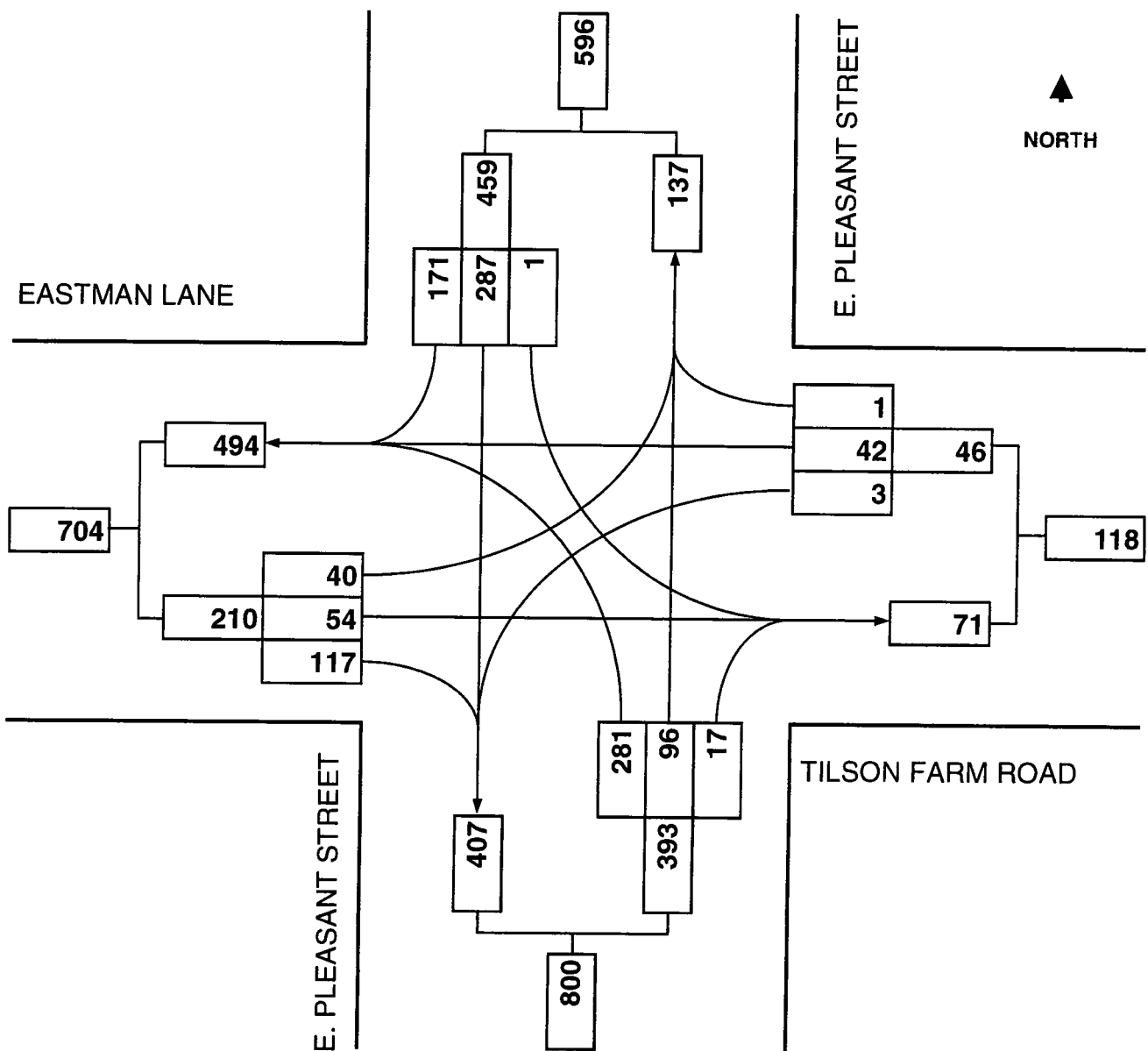
Existing: n/a

Minor Street: Eastman Ln./Tilson Farm Rd.

















Day of Week: Weekday

Peak Period: AM Peak

Future: No Build



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	51	111	3	40	1	281	91	16	1	273	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1708	0	0	1852	0	0	1789	0	0	1770	0
Flt Permitted		0.928			0.980			0.532			0.999	
Satd. Flow (perm)	0	1599	0	0	1820	0	0	985	0	0	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106			1			6			82	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		3603			2633			13362			22902	
Travel Time (s)		98.3			71.8			260.3			446.1	
Lane Group Flow (vph)	0	226	0	0	49	0	0	423	0	0	493	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		11.7			11.7			34.1			34.1	
Actuated g/C Ratio		0.22			0.22			0.63			0.63	
v/c Ratio		0.52			0.12			0.68			0.43	
Control Delay		14.7			16.7			15.3			6.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.7			16.7			15.3			6.1	
LOS		B			B			B			A	
Approach Delay		14.7			16.7			15.3			6.1	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 11.4





Intersection Capacity Utilization 76.0%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD

 p2	 p4
38 s	22 s
 p6	 p8
38 s	22 s

Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

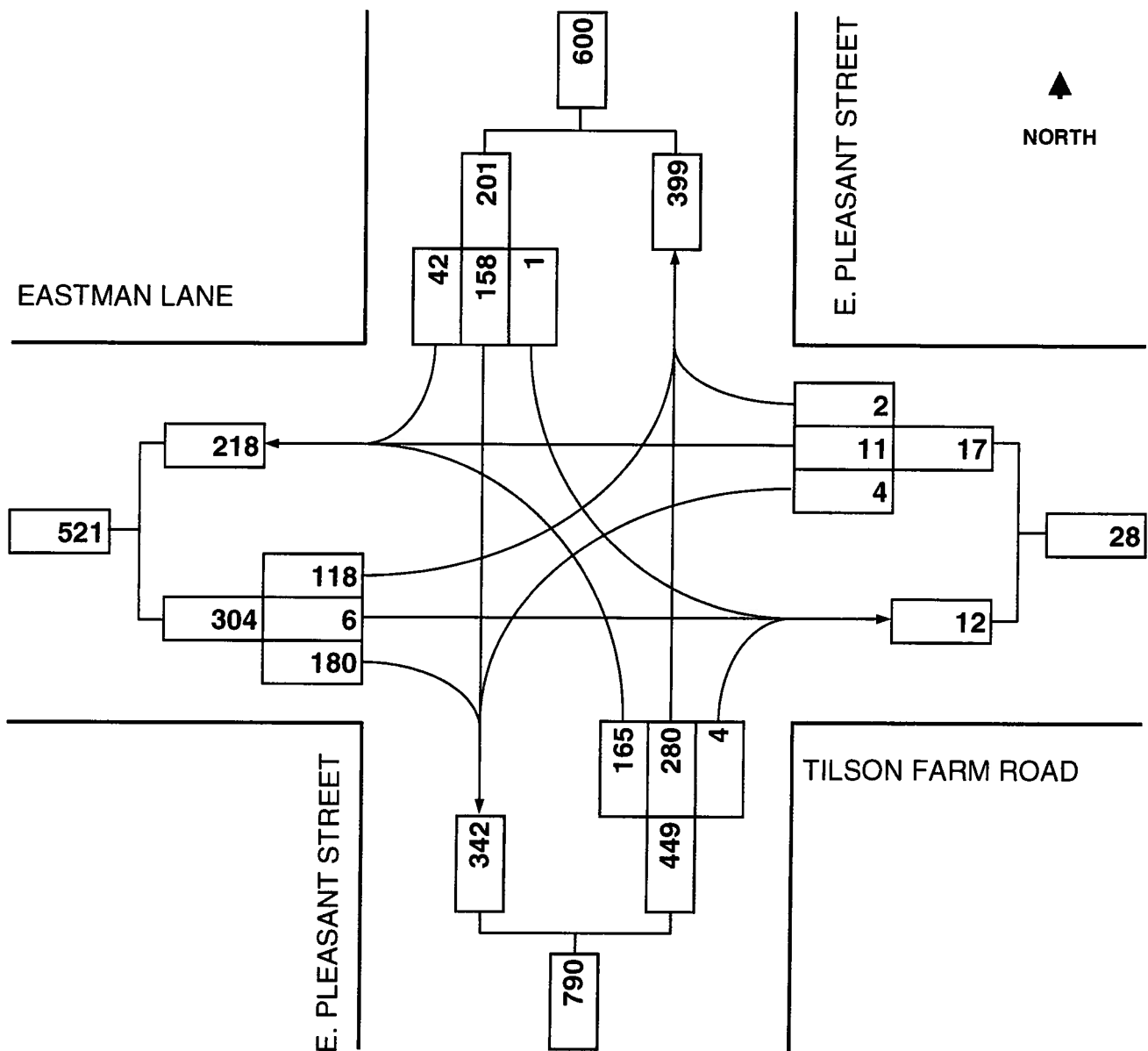
Existing: n/a

Minor Street: Eastman Ln./Tilson Farm Rd.

















Day of Week: Weekday

Peak Period: PM Peak

Future: No Build



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	6	171	4	10	2	157	280	4	1	150	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1681	0	0	1811	0	0	1827	0	0	1811	0
Flt Permitted		0.866			0.928			0.807			0.999	
Satd. Flow (perm)	0	1484	0	0	1701	0	0	1502	0	0	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		127			2			1			36	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		3603			2633			13362			22902	
Travel Time (s)		98.3			71.8			260.3			446.1	
Lane Group Flow (vph)	0	316	0	0	17	0	0	468	0	0	209	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	23.0	23.0		23.0	23.0		37.0	37.0		37.0	37.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		14.1			14.1			33.2			33.2	
Actuated g/C Ratio		0.25			0.25			0.60			0.60	
v/c Ratio		0.67			0.04			0.52			0.19	
Control Delay		18.2			13.9			10.1			5.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.2			13.9			10.1			5.5	
LOS		B			B			B			A	
Approach Delay		18.2			13.9			10.1			5.5	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 55.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 11.7





Intersection Capacity Utilization 69.6%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD

 p2	 p4
37 s	23 s
 p6	 p8
37 s	23 s

East Pleasant Street at Strong Street

Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

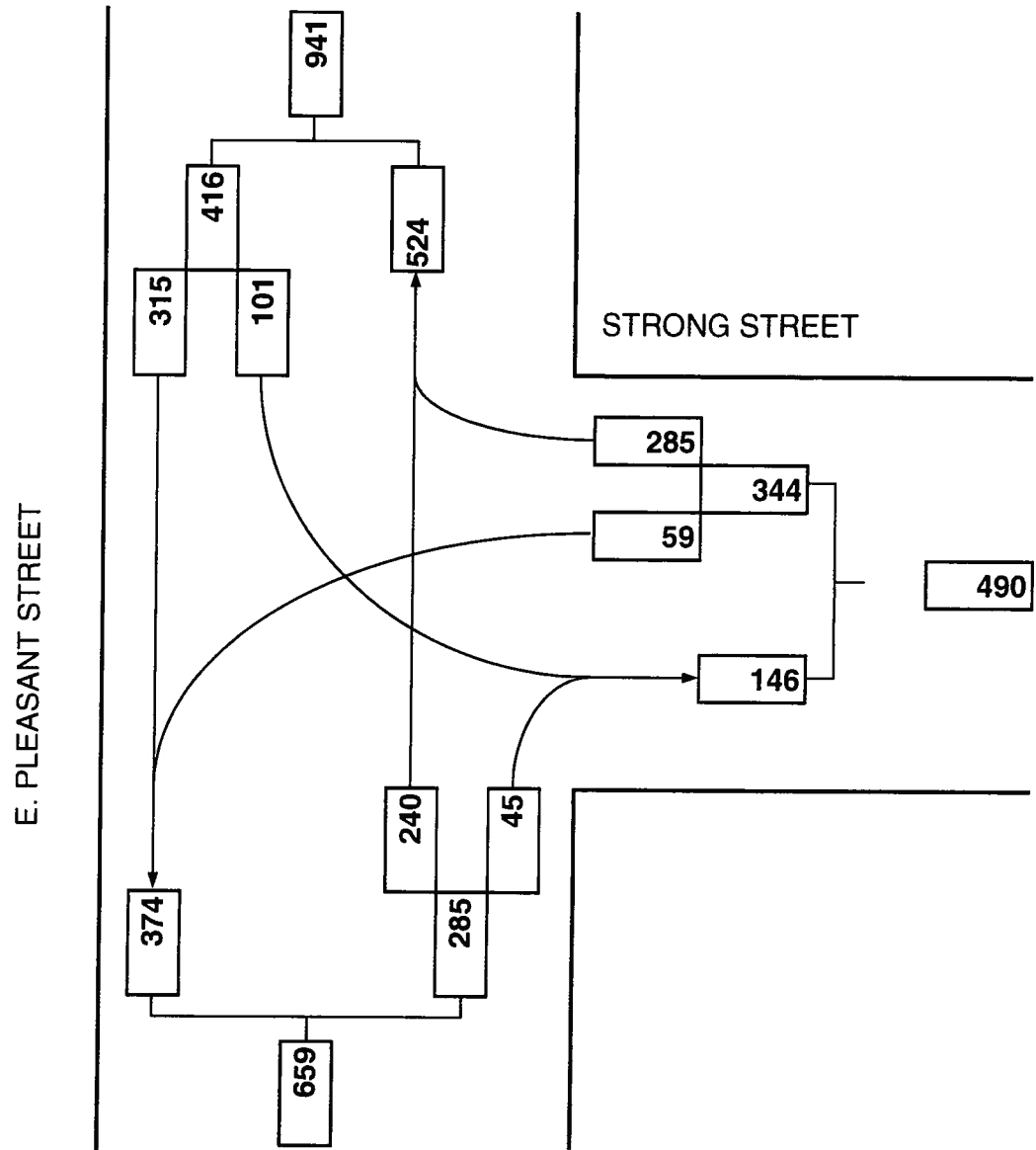
Existing: n/a

Minor Street: Strong Street

Day of Week: Weekday

Peak Period: AM Peak

Future: No Build



TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	HCP				Intersection	E. Pleasant St. & Strong St.		
Agency/Co.	BETA Group, Inc.				Jurisdiction	Amherst, MA		
Date Performed	4/18/2014				Analysis Year	2019		
Analysis Time Period	AM Peak - Future No Build							
Project Description 4512 - The Retreat								
East/West Street: Strong Street					North/South Street: E. Pleasant Street			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		240	45	101	0			
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	64	0	309		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				59		285		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.92	1.00	0.92		
Hourly Flow Rate, HFR (veh/h)	109	0	0	0	260	48		
Percent Heavy Vehicles	0	0	0	1	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		109		373				
C (m) (veh/h)		1258		691				
v/c		0.09		0.54				
95% queue length		0.28		3.25				
Control Delay (s/veh)		8.1		16.2				
LOS		A		C				
Approach Delay (s/veh)	--	--	16.2					
Approach LOS	--	--	C					

Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

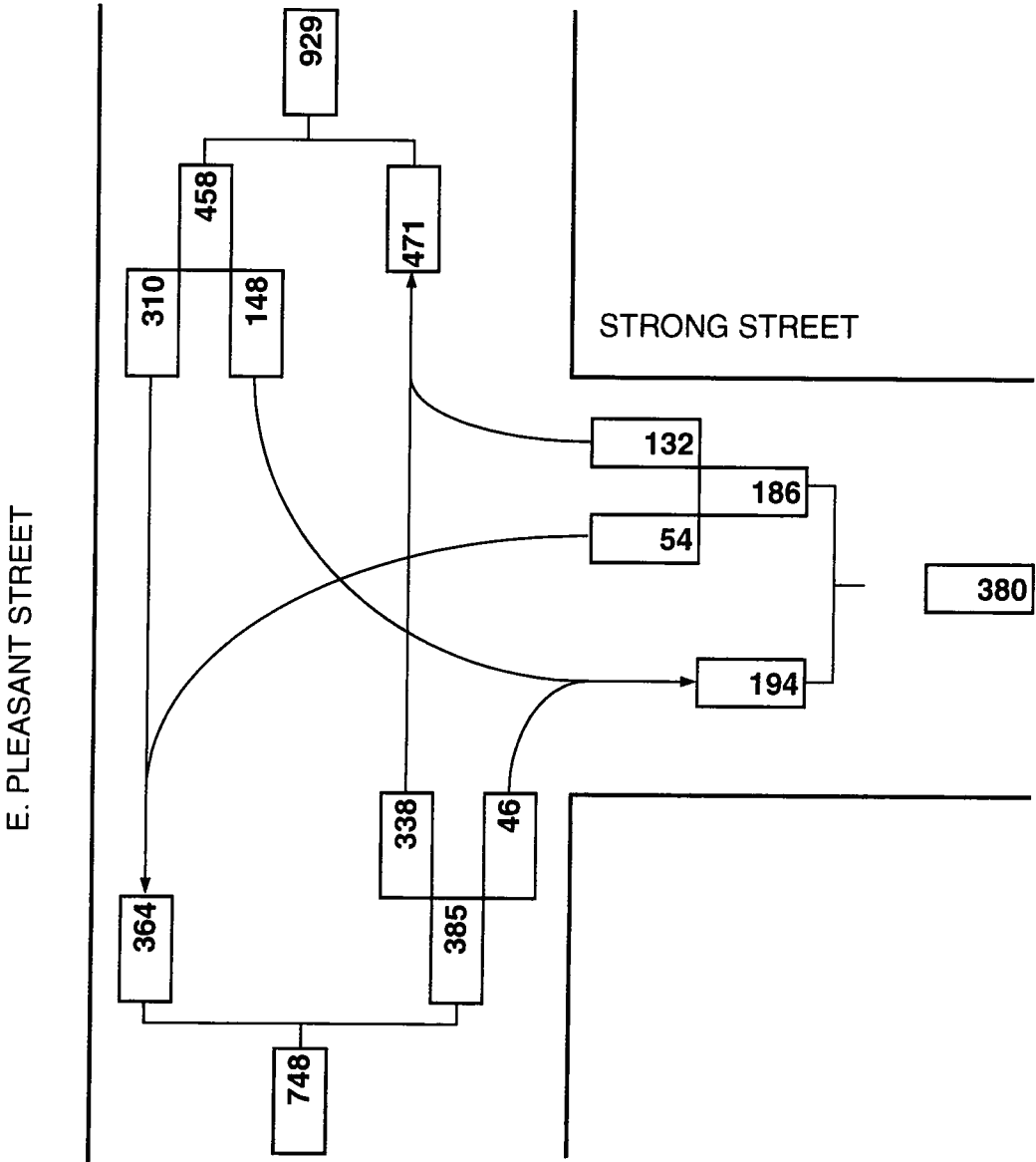
Existing: n/a

Minor Street: Strong Street

Day of Week: Weekday

Peak Period: PM Peak

Future: No Build



TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	HCP				Intersection	E. Pleasant St. & Strong St.			
Agency/Co.	BETA Group, Inc.				Jurisdiction	Amherst, MA			
Date Performed	4/18/2014				Analysis Year	2019			
Analysis Time Period	PM Peak - Future No Build								
Project Description 4512 - The Retreat									
East/West Street: Strong Street					North/South Street: E. Pleasant Street				
Intersection Orientation: North-South					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street	Northbound			Southbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)		338	46	148	310				
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.93	0.92	1.00			
Hourly Flow Rate, HFR (veh/h)	0	0	0	58	0	141			
Percent Heavy Vehicles	0	--	--	1	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration			TR	LT					
Upstream Signal		0			0				
Minor Street	Eastbound			Westbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume (veh/h)				54		132			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.93	1.00	0.93			
Hourly Flow Rate, HFR (veh/h)	159	336	0	0	363	49			
Percent Heavy Vehicles	0	0	0	1	0	1			
Percent Grade (%)	0			0					
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0			0			
Lanes	0	0	0	0	0	0			
Configuration					LR				
Delay, Queue Length, and Level of Service									
Approach	Northbound	Southbound	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration		LT		LR					
v (veh/h)		159		199					
C (m) (veh/h)		1152		419					
v/c		0.14		0.47					
95% queue length		0.48		2.49					
Control Delay (s/veh)		8.6		21.1					
LOS		A		C					
Approach Delay (s/veh)	--	--	21.1						
Approach LOS	--	--	C						

North Pleasant Street at Pine Street/Meadow Street

Turning Movement Diagram

Major Street: N. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

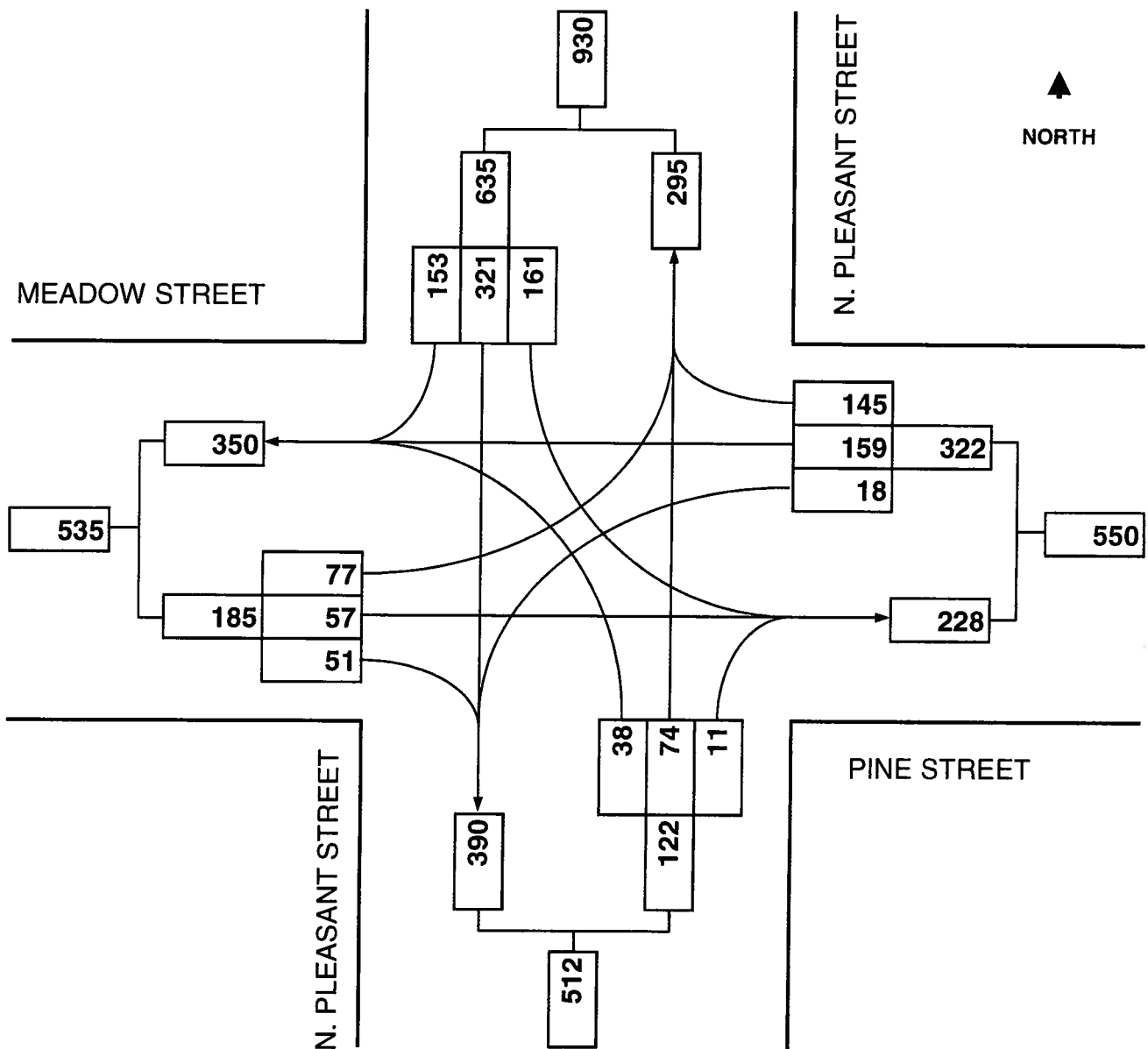
Existing: n/a

Minor Street: Pine Street/Meadow Street





















Day of Week: Weekday

Peak Period: AM Peak

Future: No Build



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	54	49	17	151	138	36	70	10	153	321	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1820	0	0	1694	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.785			0.980		0.471			0.706		
Satd. Flow (perm)	0	1458	0	0	1665	0	795	1689	1436	1150	1689	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			87				55			163
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	197	0	0	342	0	40	78	11	171	341	163
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		26.0			26.0		26.0	26.0	26.0	26.0	26.0	26.0
Actuated g/C Ratio		0.43			0.43		0.43	0.43	0.43	0.43	0.43	0.43
v/c Ratio		0.30			0.44		0.12	0.11	0.02	0.34	0.47	0.23
Control Delay		10.2			10.9		11.3	10.7	0.0	13.8	14.7	3.1
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		10.2			10.9		11.3	10.7	0.0	13.8	14.7	3.1
LOS		B			B		B	B	A	B	B	A
Approach Delay		10.2			10.9			10.0			11.7	
Approach LOS		B			B			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 11.1





Intersection LOS: B

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET

 p2 (R)	 p4
30 s	30 s
 p6 (R)	 p8
30 s	30 s

Turning Movement Diagram

Major Street: N. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

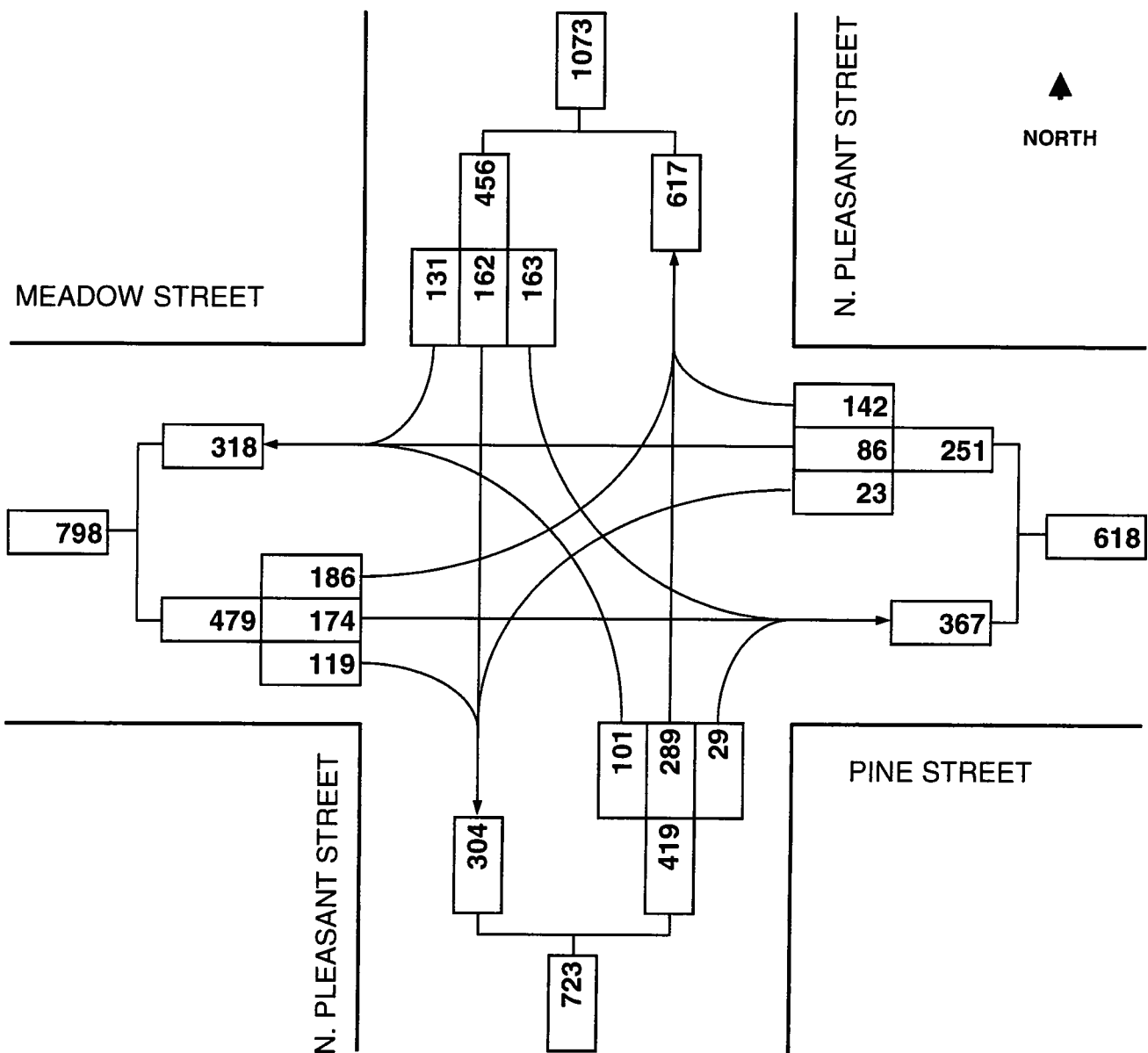
Existing: n/a

Minor Street: Pine Street/Meadow Street



















Day of Week: Weekday

Peak Period: PM Peak

Future: No Build



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	166	113	22	82	135	96	275	28	155	154	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1831	0	0	1664	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.767			0.939		0.651			0.499		
Satd. Flow (perm)	0	1432	0	0	1570	0	1099	1689	1436	813	1689	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			146				55			137
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	500	0	0	262	0	105	301	31	170	168	137
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	32.0	32.0		32.0	32.0		28.0	28.0	28.0	28.0	28.0	28.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		28.0			28.0		24.0	24.0	24.0	24.0	24.0	24.0
Actuated g/C Ratio		0.47			0.47		0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio		0.73			0.32		0.24	0.45	0.05	0.52	0.25	0.21
Control Delay		19.8			5.8		13.8	15.8	2.1	20.8	13.3	3.5
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		19.8			5.8		13.8	15.8	2.1	20.8	13.3	3.5
LOS		B			A		B	B	A	C	B	A
Approach Delay		19.8			5.8			14.3			13.2	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 14.3





Intersection LOS: B

Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET

	
p2 (R)	p4
28 s	32 s
	
p6 (R)	p8
28 s	32 s

Future Build AM and PM Peak Hour

Henry Street at Pine Street

Turning Movement Diagram

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

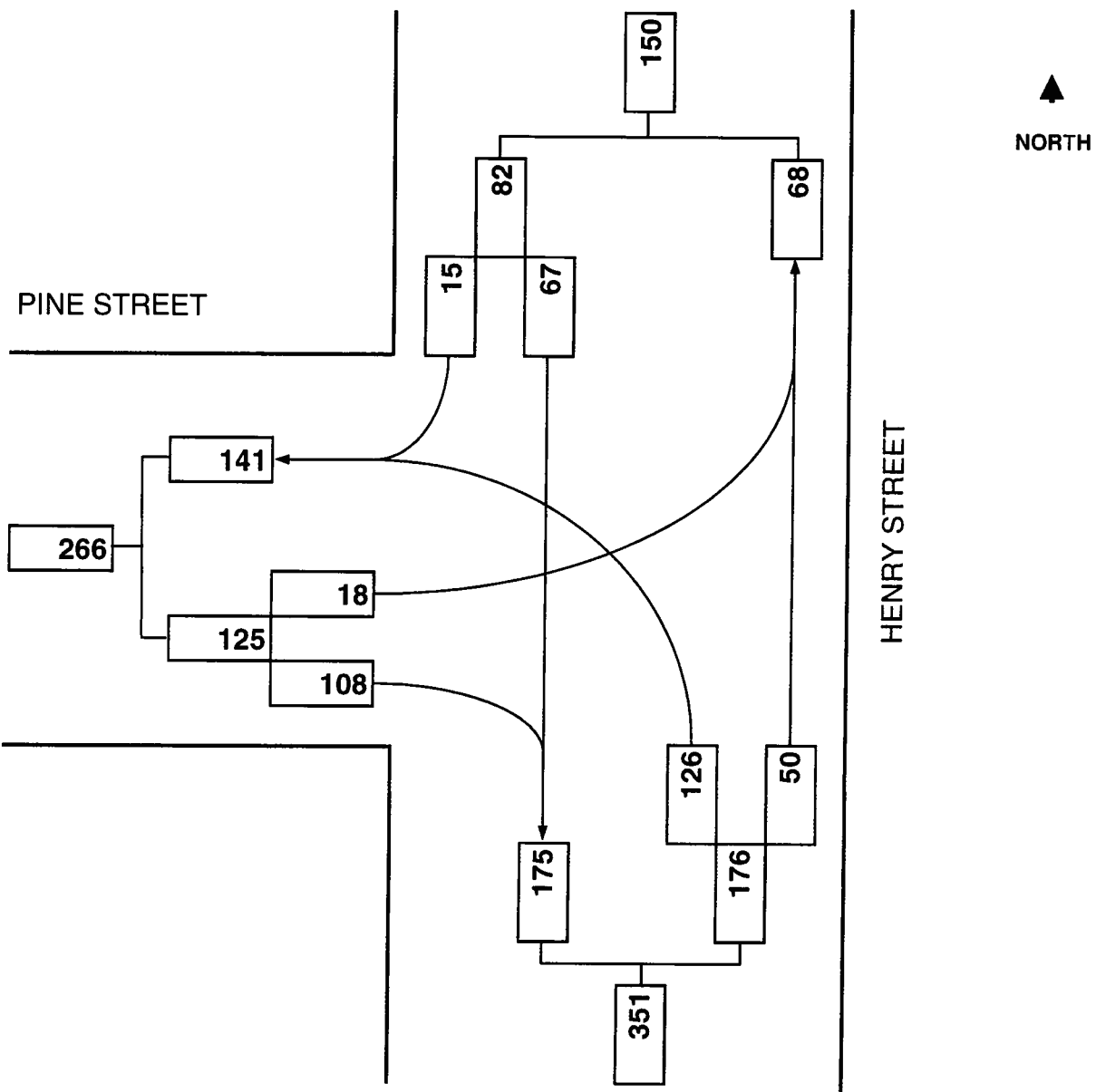
Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: AM Peak

Future: Build



TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	HCP			Intersection	Henry St. & Pine St.		
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA		
Date Performed	4/18/2014			Analysis Year	2019		
Analysis Time Period	AM Peak - Future Build						
Project Description 4512 - The Retreat							
East/West Street: Pine Street				North/South Street: Henry Street			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	126	50			67	15	
Peak-Hour Factor, PHF	0.88	0.88	1.00	1.00	0.88	0.88	
Hourly Flow Rate, HFR (veh/h)	20	0	122	0	0	0	
Percent Heavy Vehicles	2	--	--	1	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LT					TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	18		108				
Peak-Hour Factor, PHF	0.88	1.00	0.88	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	76	17	143	56	0	
Percent Heavy Vehicles	2	0	2	0	0	1	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration	LT						LR
v (veh/h)	143						142
C (m) (veh/h)	1501						872
v/c	0.10						0.16
95% queue length	0.32						0.58
Control Delay (s/veh)	7.7						9.9
LOS	A						A
Approach Delay (s/veh)	--	--				9.9	
Approach LOS	--	--				A	

Turning Movement Diagram

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

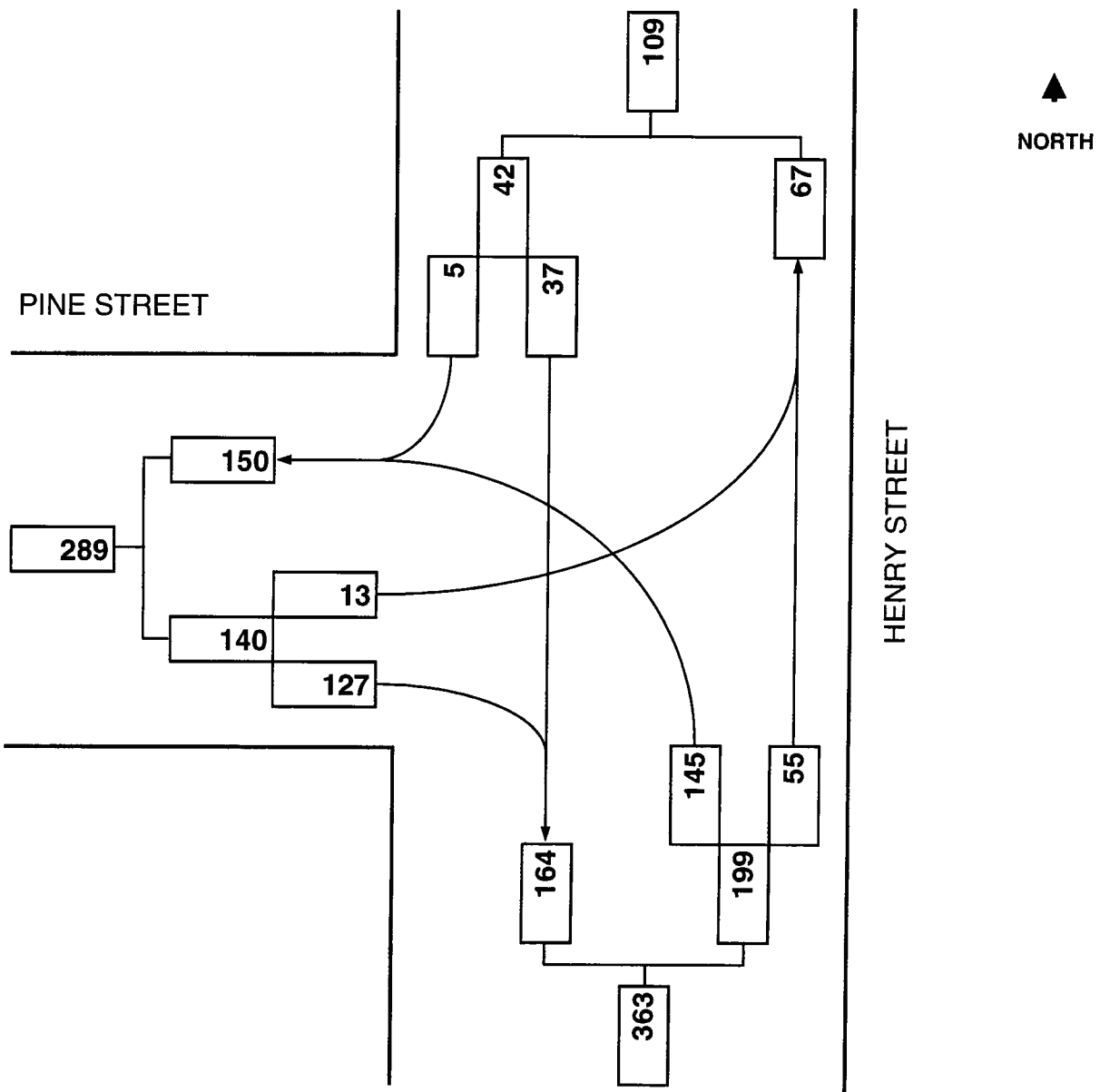
Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: PM Peak

Future: Build



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	Henry St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	4/18/2014			Analysis Year	2019			
Analysis Time Period	PM Peak - Future Build							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: Henry Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		55			37	5		
Peak-Hour Factor, PHF	0.87	0.87	1.00	1.00	0.87	0.87		
Hourly Flow Rate, HFR (veh/h)	14	0	145	0	0	0		
Percent Heavy Vehicles	2	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	13		127					
Peak-Hour Factor, PHF	0.87	1.00	0.87	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	42	5	156	63	0		
Percent Heavy Vehicles	2	0	2	0	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	156						159	
C (m) (veh/h)	1560						948	
v/c	0.10						0.17	
95% queue length	0.33						0.60	
Control Delay (s/veh)	7.6						9.6	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.6		
Approach LOS	--	--				A		

Bridge Street at Market Hill Road

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

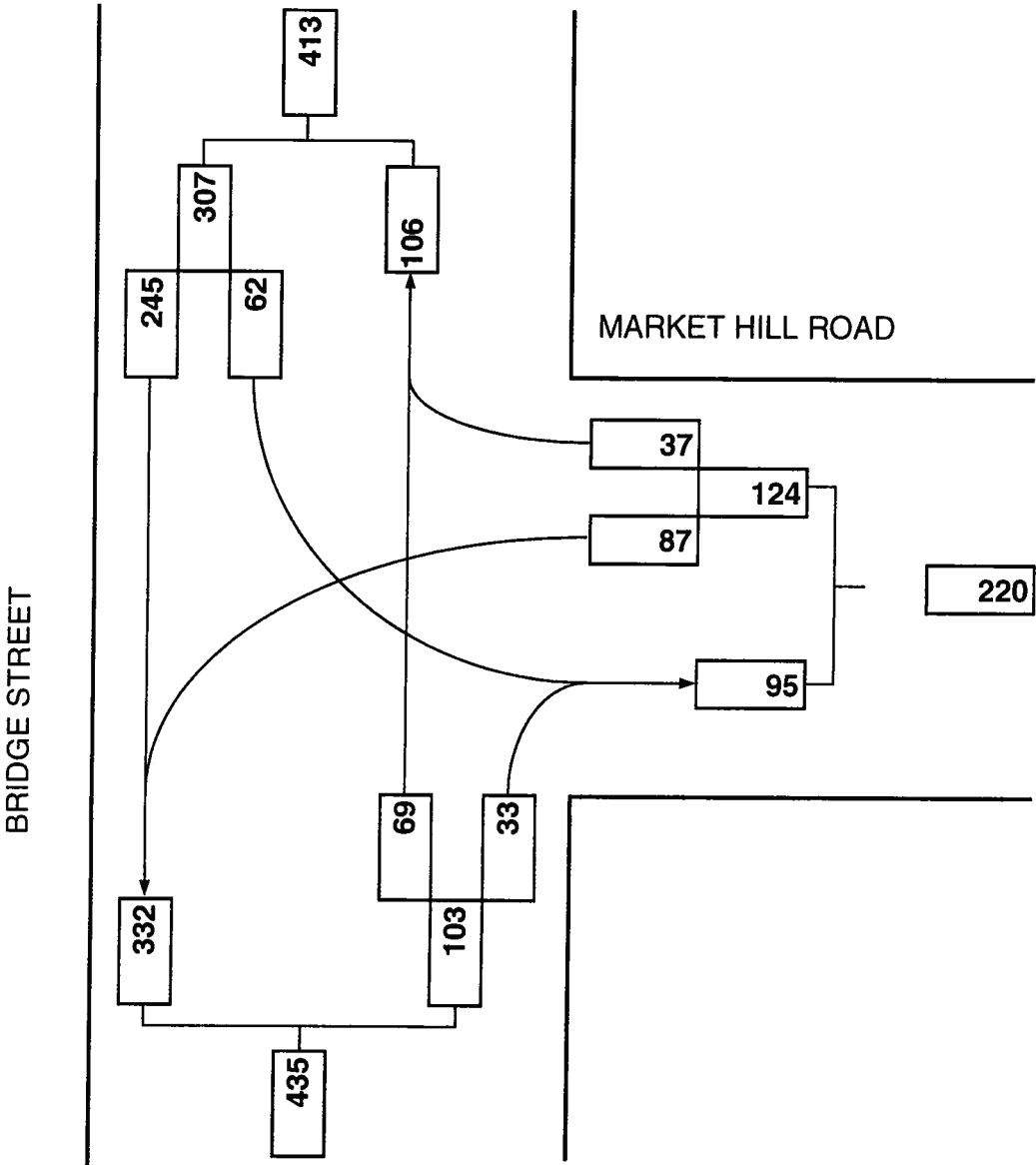
Existing: n/a

Minor Street: Market Hill Road

Day of Week: Weekday

Peak Period: AM Peak

Future: Build



TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	HCP				Intersection	Bridge St. & Market Hill Rd.		
Agency/Co.	BETA Group, Inc.				Jurisdiction	Amherst, MA		
Date Performed	4/18/2014				Analysis Year	2019		
Analysis Time Period	AM Peak - Future Build							
Project Description 4512 - The Retreat								
East/West Street: Market Hill Road					North/South Street: Bridge Street			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		69	33	62	245			
Peak-Hour Factor, PHF	1.00	0.85	0.85	0.85	0.85	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	102	0	43		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				87		37		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.85	1.00	0.85		
Hourly Flow Rate, HFR (veh/h)	72	288	0	0	81	38		
Percent Heavy Vehicles	0	0	0	5	0	3		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		72		145				
C (m) (veh/h)		1469		561				
v/c		0.05		0.26				
95% queue length		0.15		1.03				
Control Delay (s/veh)		7.6		13.6				
LOS		A		B				
Approach Delay (s/veh)	--	--	13.6					
Approach LOS	--	--	B					

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

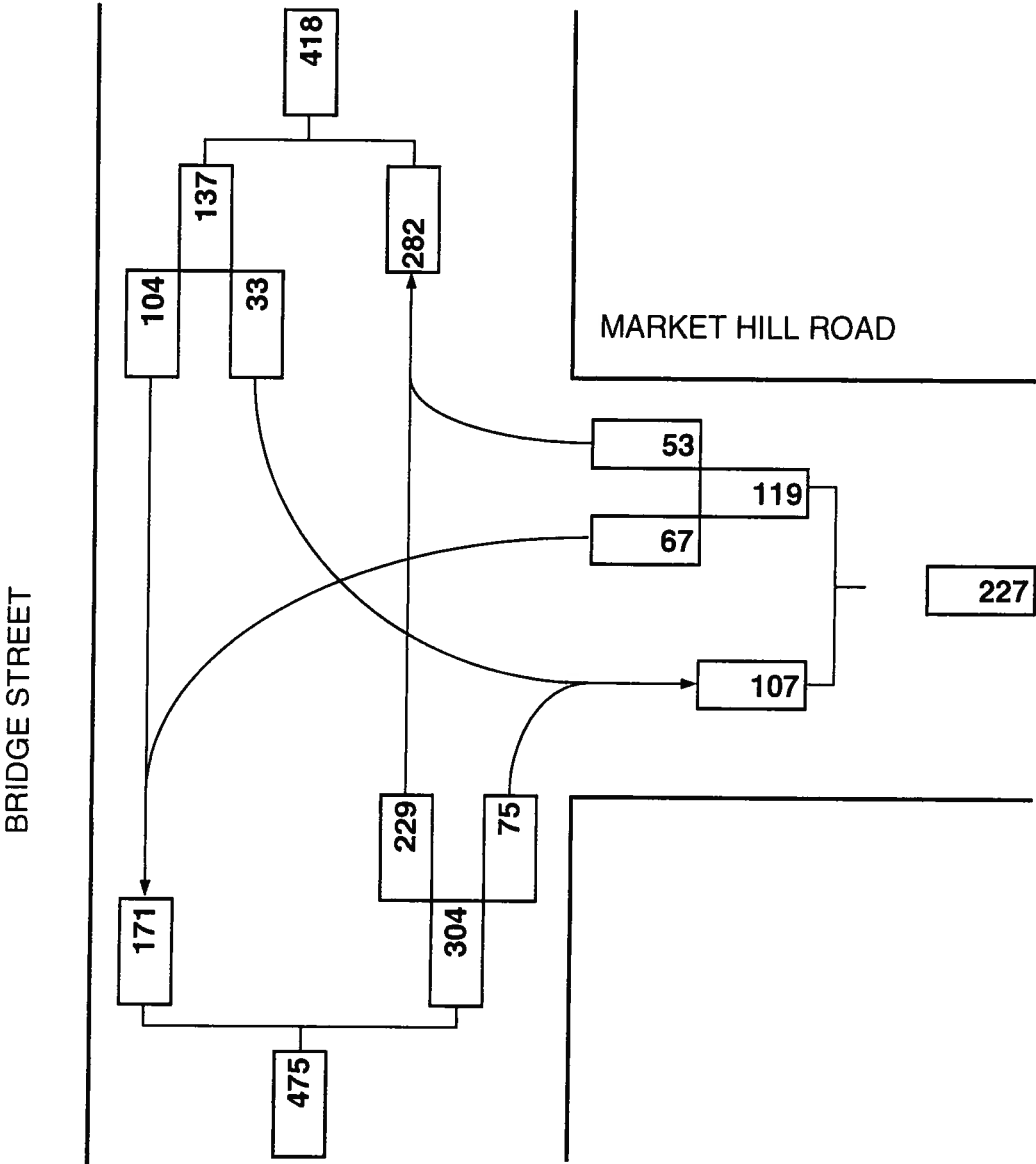
Existing: n/a

Minor Street: Market Hill Road

Day of Week: Weekday

Peak Period: PM Peak

Future: Build



TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	HCP				Intersection	Bridge St. & Market Hill Rd.		
Agency/Co.	BETA Group, Inc.				Jurisdiction	Amherst, MA		
Date Performed	4/18/2014				Analysis Year	2019		
Analysis Time Period	PM Peak - Future Build							
Project Description 4512 - The Retreat								
East/West Street: Market Hill Road					North/South Street: Bridge Street			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		229	75	33	104			
Peak-Hour Factor, PHF	1.00	0.90	0.90	0.90	0.90	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	74	0	58		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				67		53		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90		
Hourly Flow Rate, HFR (veh/h)	36	115	0	0	254	83		
Percent Heavy Vehicles	0	0	0	5	0	3		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		36		132				
C (m) (veh/h)		1222		599				
v/c		0.03		0.22				
95% queue length		0.09		0.84				
Control Delay (s/veh)		8.0		12.7				
LOS		A		B				
Approach Delay (s/veh)	--	--	12.7					
Approach LOS	--	--	B					

Bridge Street at Pine Street

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

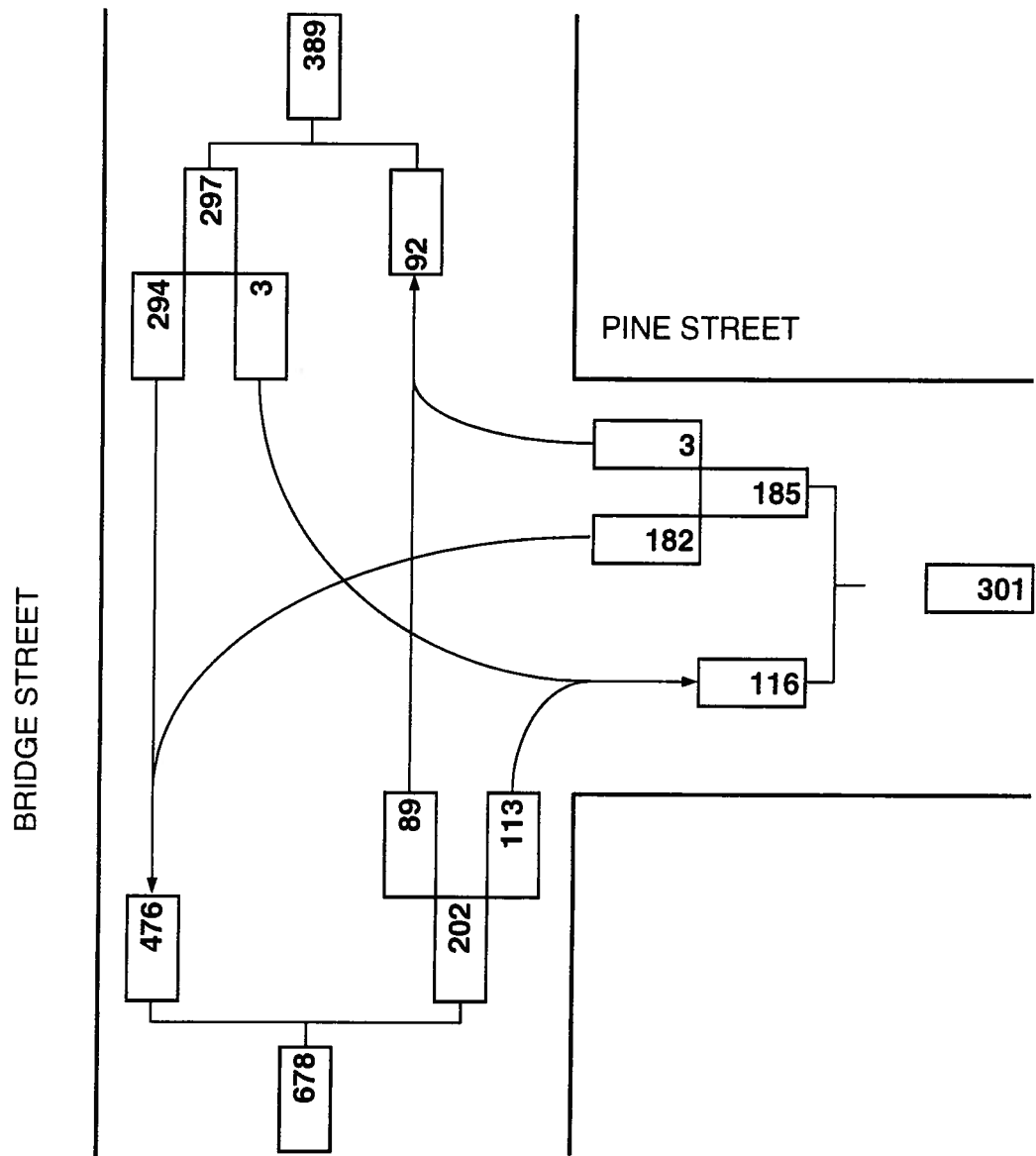
Existing: N/A

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: AM Peak

Future: Build



TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	HCP			Intersection	Bridge St. & Pine St.		
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA		
Date Performed	4/18/2014			Analysis Year	2019		
Analysis Time Period	AM Peak - Future Build						
Project Description 4512 - The Retreat							
East/West Street: Pine Street				North/South Street: Bridge Street			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		89	113	3			
Peak-Hour Factor, PHF	1.00	0.91	0.91	0.91	0.91	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	199	0	3	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				182		3	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.91	1.00	0.91	
Hourly Flow Rate, HFR (veh/h)	3	339	0	0	97	124	
Percent Heavy Vehicles	0	0	0	2	0	7	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		3		202			
C (m) (veh/h)		1348		530			
v/c		0.00		0.38			
95% queue length		0.01		1.77			
Control Delay (s/veh)		7.7		15.9			
LOS		A		C			
Approach Delay (s/veh)	--	--	15.9				
Approach LOS	--	--	C				

Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

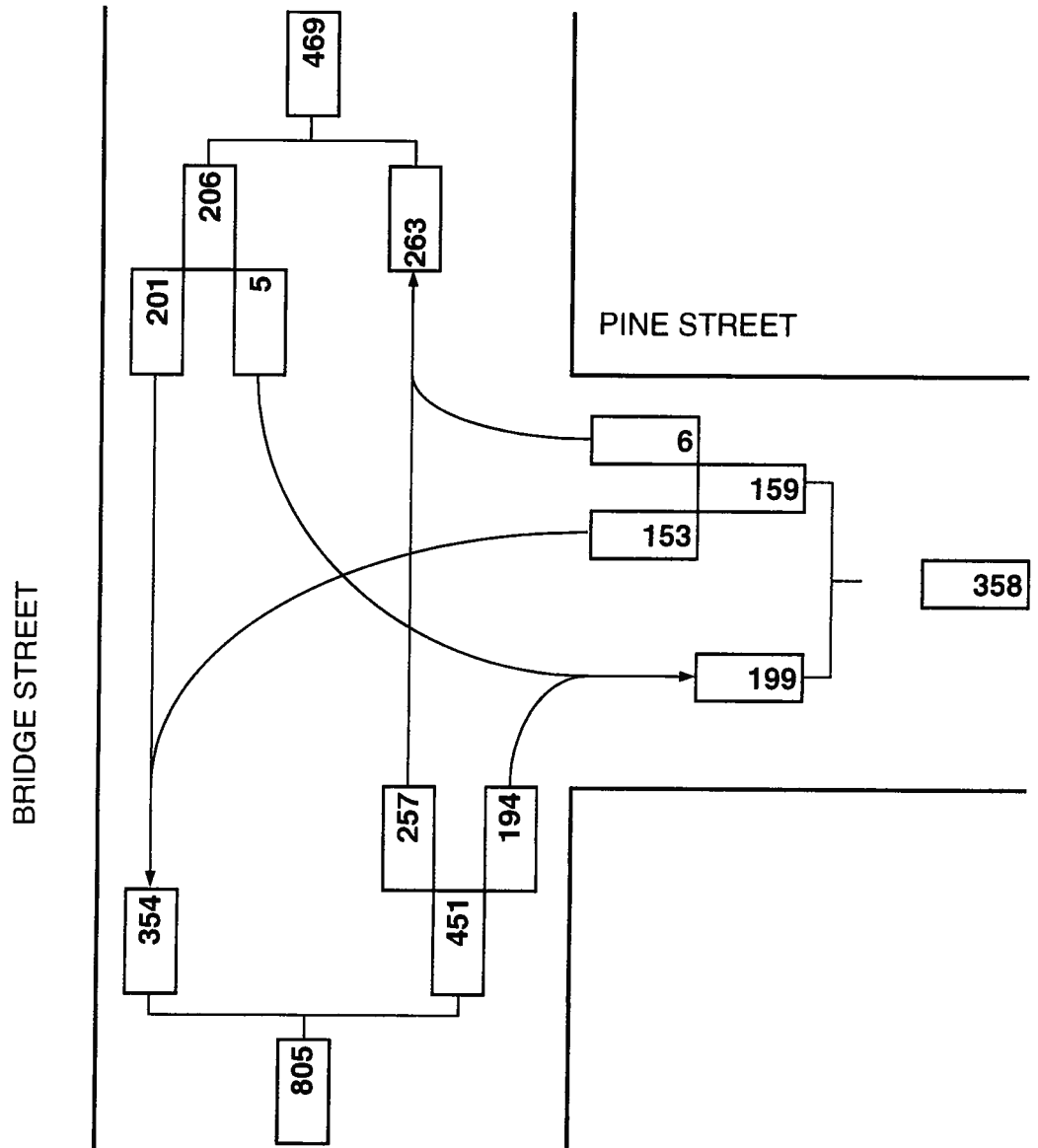
Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: 4:30 AM - 5:30 PM

Future: Build



TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	HCP			Intersection	Bridge St. & Pine St.		
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA		
Date Performed	4/18/2014			Analysis Year	2019		
Analysis Time Period	PM Peak - Future Build						
Project Description 4512 - The Retreat							
East/West Street: Pine Street				North/South Street: Bridge Street			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		257	194	5	201		
Peak-Hour Factor, PHF	1.00	0.95	0.95	0.95	0.95	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	161	0	6	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				153		6	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95	
Hourly Flow Rate, HFR (veh/h)	5	211	0	0	270	204	
Percent Heavy Vehicles	0	0	0	2	0	7	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		5		167			
C (m) (veh/h)		1088		471			
v/c		0.00		0.35			
95% queue length		0.01		1.58			
Control Delay (s/veh)		8.3		16.8			
LOS		A		C			
Approach Delay (s/veh)	--	--	16.8				
Approach LOS	--	--	C				

East Pleasant Street at Pine Street

Turning Movement Diagram

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: n/a

Minor Street: E. Pleasant Street

Day of Week: Weekday

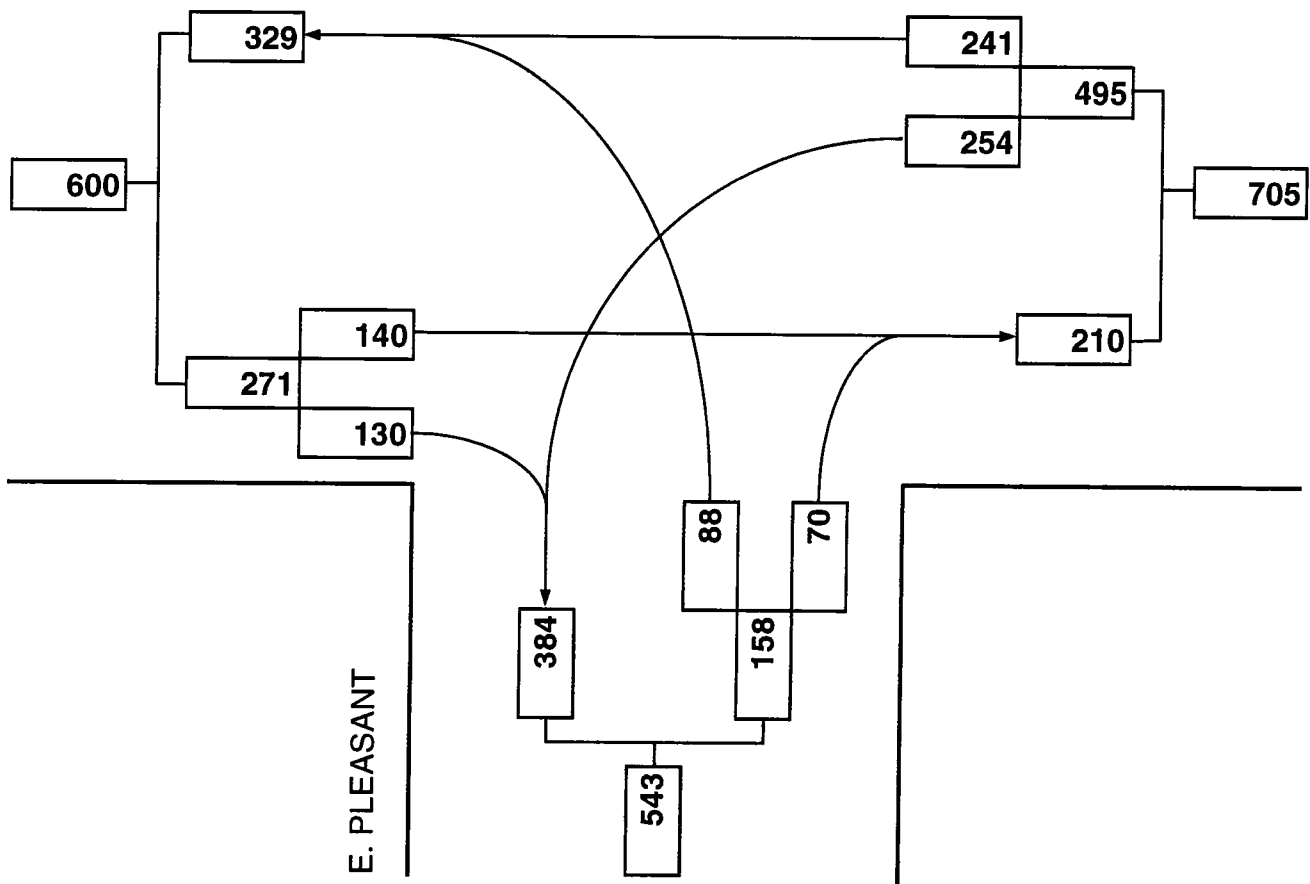
Peak Period: AM Peak

Future: Build



NORTH

PINE STREET



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	E. Pleasant St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	4/18/2014			Analysis Year	2019			
Analysis Time Period	AM Peak - Future Build							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: E. Pleasant St.				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		140	130	254	241			
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.93	0.93	1.00		
Hourly Flow Rate, HFR (veh/h)	0	150	139	273	259	0		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	88		70					
Peak-Hour Factor, PHF	0.93	1.00	0.93	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	94	0	75	0	0	0		
Percent Heavy Vehicles	1	0	3	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		273		169				
C (m) (veh/h)		1273		308				
v/c		0.21		0.55				
95% queue length		0.81		3.10				
Control Delay (s/veh)		8.6		30.0				
LOS		A		D				
Approach Delay (s/veh)	--	--	30.0					
Approach LOS	--	--	D					

Turning Movement Diagram

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: n/a

Minor Street: E. Pleasant Street

Day of Week: Weekday

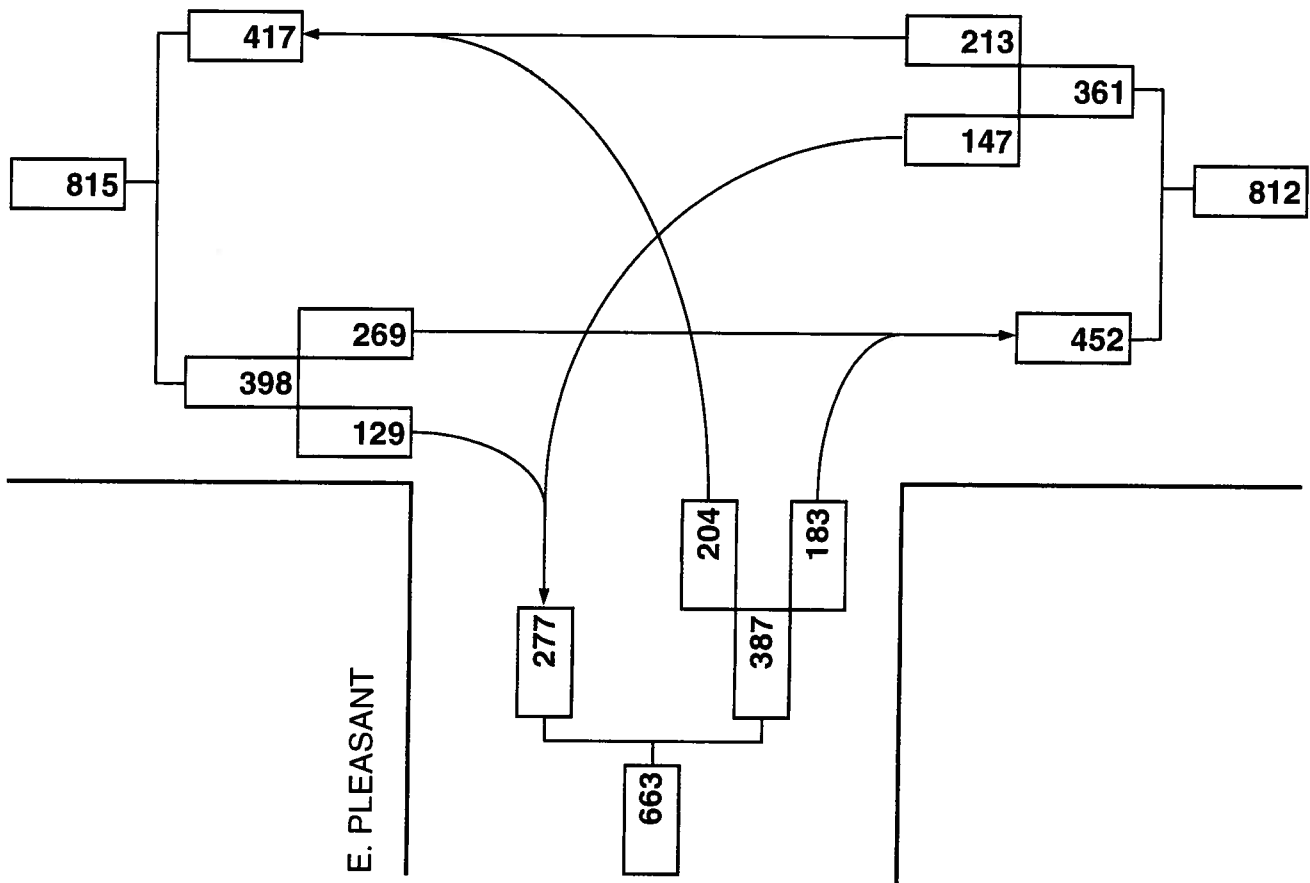
Peak Period: PM Peak

Future: Build



NORTH

PINE STREET



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	E. Pleasant St. & Pine St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	4/18/2014			Analysis Year	2019			
Analysis Time Period	PM Peak - Future Build							
Project Description 4512 - The Retreat								
East/West Street: Pine Street				North/South Street: E. Pleasant St.				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		269	129	147	213			
Peak-Hour Factor, PHF	1.00	0.94	0.94	0.94	0.94	1.00		
Hourly Flow Rate, HFR (veh/h)	0	286	137	156	226	0		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	204		183					
Peak-Hour Factor, PHF	0.94	1.00	0.94	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	217	0	194	0	0	0		
Percent Heavy Vehicles	1	0	3	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		156		411				
C (m) (veh/h)		1136		380				
v/c		0.14		1.08				
95% queue length		0.48		14.50				
Control Delay (s/veh)		8.7		103.2				
LOS		A		F				
Approach Delay (s/veh)	--	--	103.2					
Approach LOS	--	--	F					

Mitigation Design Options

Northbound Right Turn Lane

Signalization

Roundabout

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	HCP
Agency/Co.	BETA Group, Inc.
Date Performed	4/18/2014
Analysis Time Period	PM Peak - Future Build

Site Information

Intersection	E. Pleasant St. & Pine St.
Jurisdiction	Amherst, MA
Analysis Year	2019

Project Description 4512 - The Retreat

East/West Street: Pine Street

North/South Street: E. Pleasant St.

Intersection Orientation: East-West

Study Period (hrs): 0.25










Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		269	129	147	213	
Peak-Hour Factor, PHF	1.00	0.94	0.94	0.94	0.94	1.00
Hourly Flow Rate, HFR (veh/h)	0	286	137	156	226	0
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	
Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	204		183			
Peak-Hour Factor, PHF	0.94	1.00	0.94	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	217	0	194	0	0	0
Percent Heavy Vehicles	1	0	3	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		156	217		194			
C (m) (veh/h)		1136	271		688			
v/c		0.14	0.80		0.28			
95% queue length		0.48	6.26		1.16			
Control Delay (s/veh)		8.7	55.9		12.3			
LOS		A	F		B			
Approach Delay (s/veh)	--	--	35.3					
Approach LOS	--	--	E					

Retreat Amherst

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	269	129	147	213	204	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	100
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1781	0	0	1825	1698	0
Flt Permitted				0.696	0.974	
Satd. Flow (perm)	1781	0	0	1296	1698	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	44				79	
Link Speed (mph)	25			25	35	
Link Distance (ft)	21354			5199	22902	
Travel Time (s)	582.4			141.8	446.1	
Lane Group Flow (vph)	423	0	0	383	412	0
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases			6			
Total Split (s)	25.0		12.0	37.0	23.0	
Total Lost Time (s)	4.0			4.0	4.0	
Act Effct Green (s)	23.6			23.6	14.5	
Actuated g/C Ratio	0.50			0.50	0.31	
v/c Ratio	0.46			0.59	0.71	
Control Delay	8.6			12.6	21.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	8.6			12.6	21.2	
LOS	A			B	C	
Approach Delay	8.6			12.6	21.2	
Approach LOS	A			B	C	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 46.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 14.1

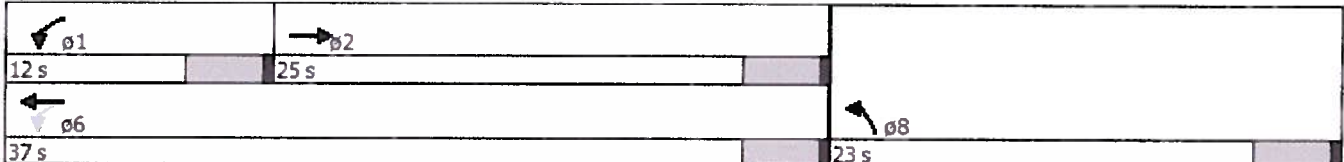
Intersection LOS: B

Intersection Capacity Utilization 73.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: EAST PLEASANT STREET & PINE STREET



Retreat Amherst

Intersection

Intersection Delay, s/veh 8.5

Intersection LOS A

Approach	EB	WB	NB
Entry Lanes	1	1	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	423	383	412
Demand Flow Rate, veh/h	432	391	420
Vehicles Circulating, veh/h	159	221	292
Vehicles Exiting, veh/h	453	491	299
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.1	9.3	7.0
Approach LOS	A	A	A

Lane	Left	Left	Left	Right
Designated Moves	TR	LT	L	TR
Assumed Moves	TR	LT	L	TR
RT Channelized				
Lane Util	1.000	1.000	0.526	0.474
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	432	391	221	199
Cap Entry Lane, veh/h	964	906	844	844
Entry HV Adj Factor	0.980	0.981	0.982	0.980
Flow Entry, veh/h	423	383	217	195
Cap Entry, veh/h	944	888	829	827
V/C Ratio	0.448	0.432	0.262	0.236
Control Delay, s/veh	9.1	9.3	7.2	6.9
LOS	A	A	A	A
95th %tile Queue, veh	2	2	1	1

East Pleasant Street at Eastman Lane/Tilson Farm Road

Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

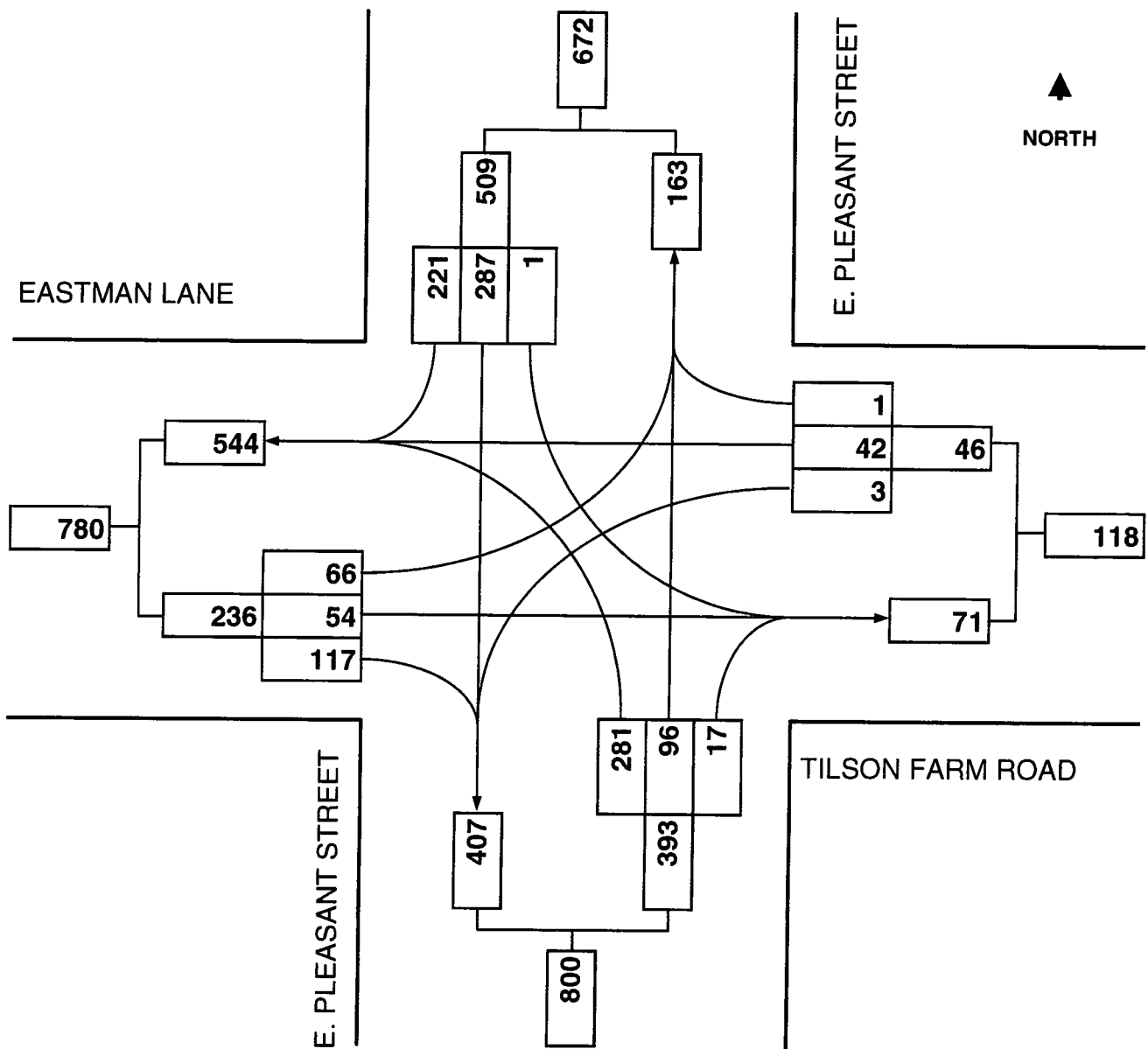
Existing: n/a

Minor Street: Eastman Ln./Tilson Farm Rd.

















Day of Week: Weekday

Peak Period: AM Peak

Future: Build



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	54	117	3	42	1	281	96	17	1	287	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1714	0	0	1852	0	0	1789	0	0	1753	0
Flt Permitted		0.893			0.979			0.496				
Satd. Flow (perm)	0	1552	0	0	1818	0	0	918	0	0	1753	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		84			1			6			106	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		3603			2633			13362			22902	
Travel Time (s)		98.3			71.8			260.3			446.1	
Lane Group Flow (vph)	0	255	0	0	49	0	0	423	0	0	548	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		13.1			13.1			34.2			34.2	
Actuated g/C Ratio		0.24			0.24			0.62			0.62	
v/c Ratio		0.59			0.11			0.74			0.49	
Control Delay		18.1			16.2			20.1			7.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.1			16.2			20.1			7.0	
LOS		B			B			C			A	
Approach Delay		18.1			16.2			20.1			7.0	
Approach LOS		B			B			C			A	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 55.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 13.9





Intersection Capacity Utilization 80.6%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD

 p2	 p4
38 s	22 s
 p6	 p8
38 s	22 s

Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

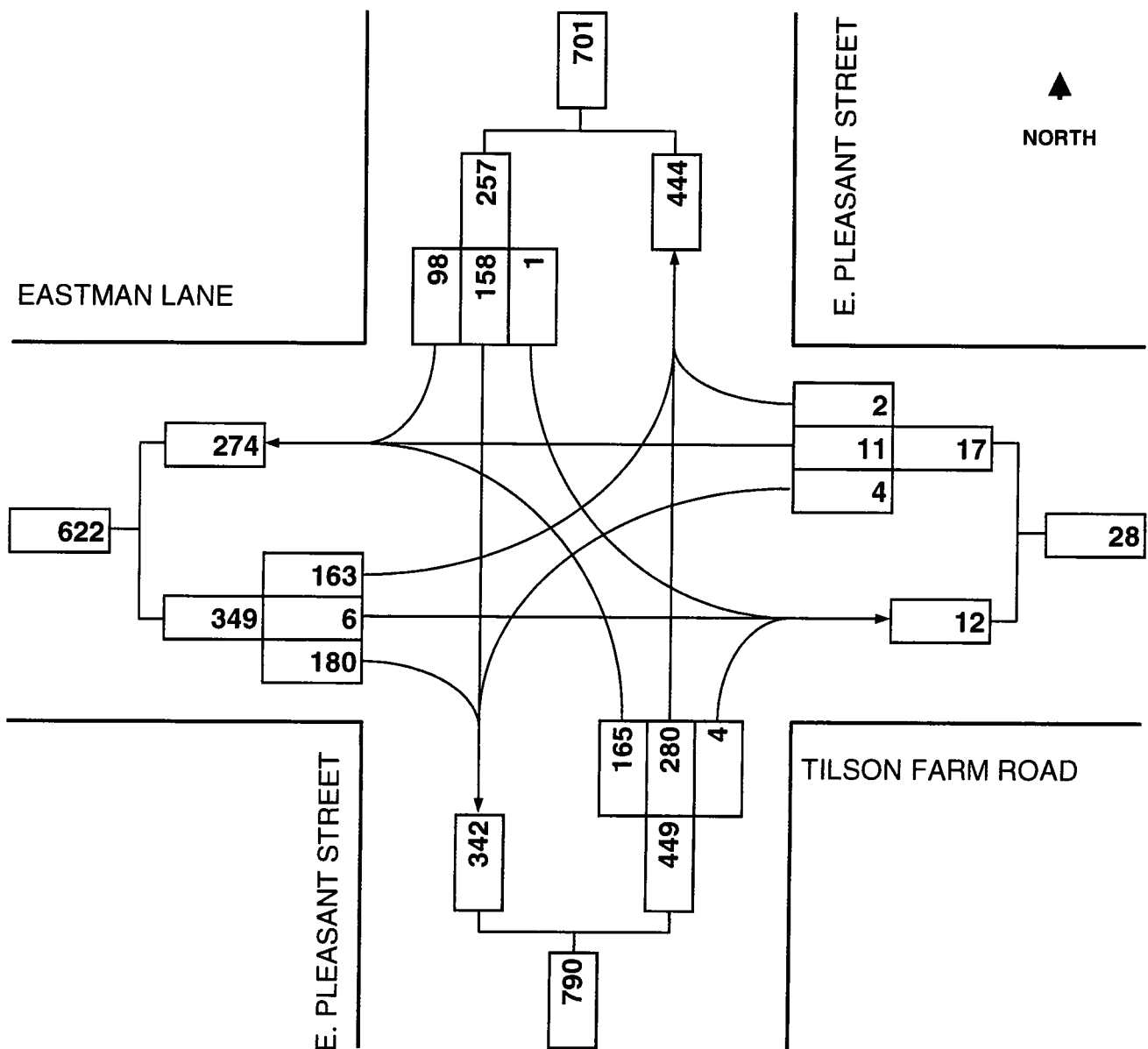
Existing: n/a

Minor Street: Eastman Ln./Tilson Farm Rd.

















Day of Week: Weekday

Peak Period: PM Peak

Future: Build



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	163	6	180	4	11	2	165	280	4	1	158	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1693	0	0	1811	0	0	1827	0	0	1768	0
Flt Permitted		0.842			0.911			0.787			0.999	
Satd. Flow (perm)	0	1459	0	0	1670	0	0	1465	0	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		99			2			1			76	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		3603			2633			13362			22902	
Travel Time (s)		98.3			71.8			260.3			446.1	
Lane Group Flow (vph)	0	364	0	0	17	0	0	468	0	0	268	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		16.7			16.7			31.2			31.2	
Actuated g/C Ratio		0.30			0.30			0.56			0.56	
v/c Ratio		0.72			0.03			0.57			0.26	
Control Delay		21.4			12.5			12.6			6.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.4			12.5			12.6			6.1	
LOS		C			B			B			A	
Approach Delay		21.4			12.5			12.6			6.1	
Approach LOS		C			B			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 55.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 13.9





Intersection Capacity Utilization 75.5%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD

 p2	 p4
35 s	25 s
 p6	 p8
35 s	25 s

East Pleasant Street at Strong Street

Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

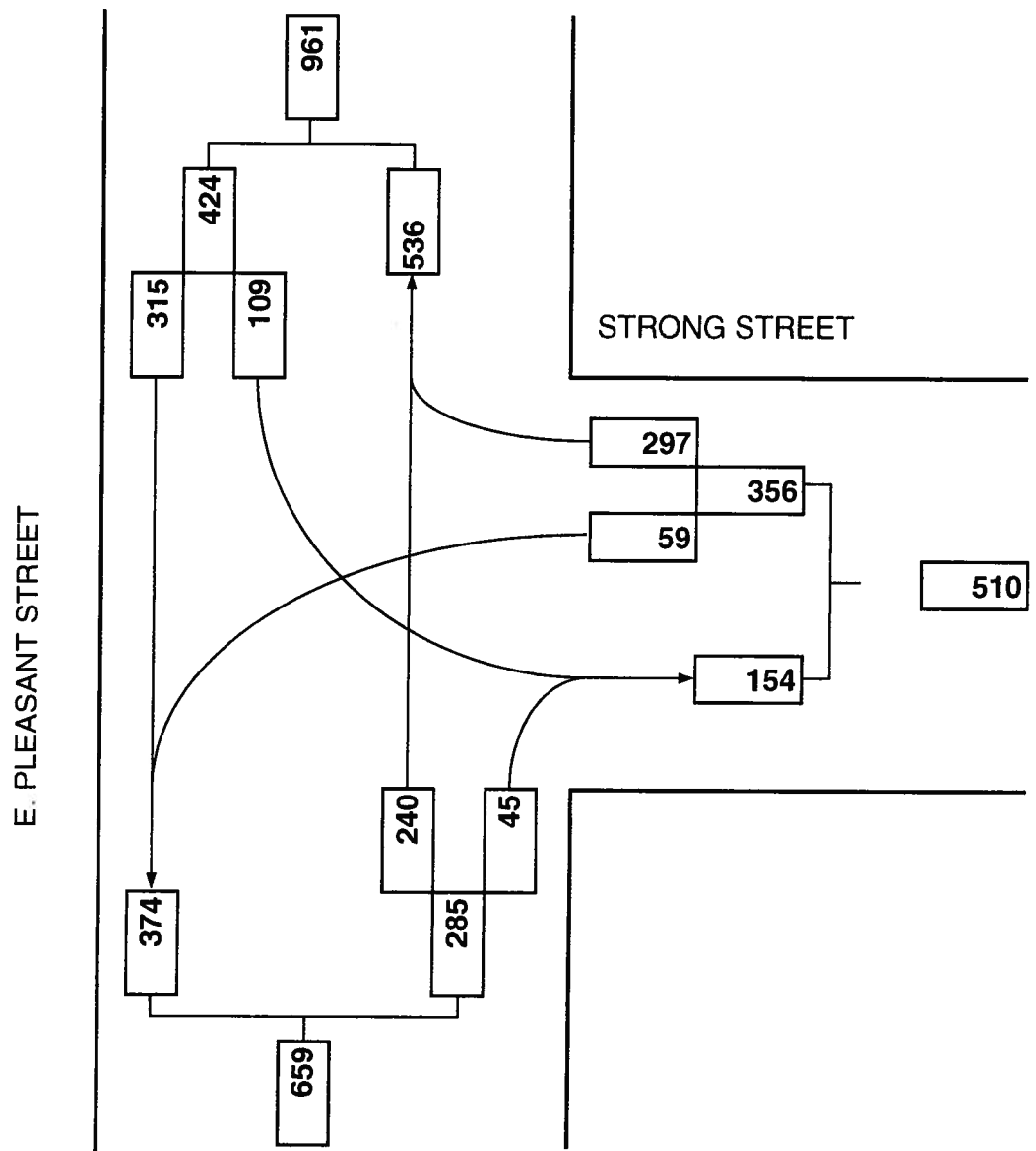
Existing: n/a

Minor Street: Strong Street

Day of Week: Weekday

Peak Period: AM Peak

Future: Build



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	E. Pleasant St. & Strong St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	4/18/2014			Analysis Year	2019			
Analysis Time Period	AM Peak - Future Build							
Project Description 4512 - The Retreat								
East/West Street: Strong Street				North/South Street: E. Pleasant Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		240	45	109	315			
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	64	0	322		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				59		297		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.92	1.00	0.92		
Hourly Flow Rate, HFR (veh/h)	118	342	0	0	260	48		
Percent Heavy Vehicles	0	0	0	1	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		118		386				
C (m) (veh/h)		1258		602				
v/c		0.09		0.64				
95% queue length		0.31		4.58				
Control Delay (s/veh)		8.2		21.0				
LOS		A		C				
Approach Delay (s/veh)	--	--	21.0					
Approach LOS	--	--	C					

Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

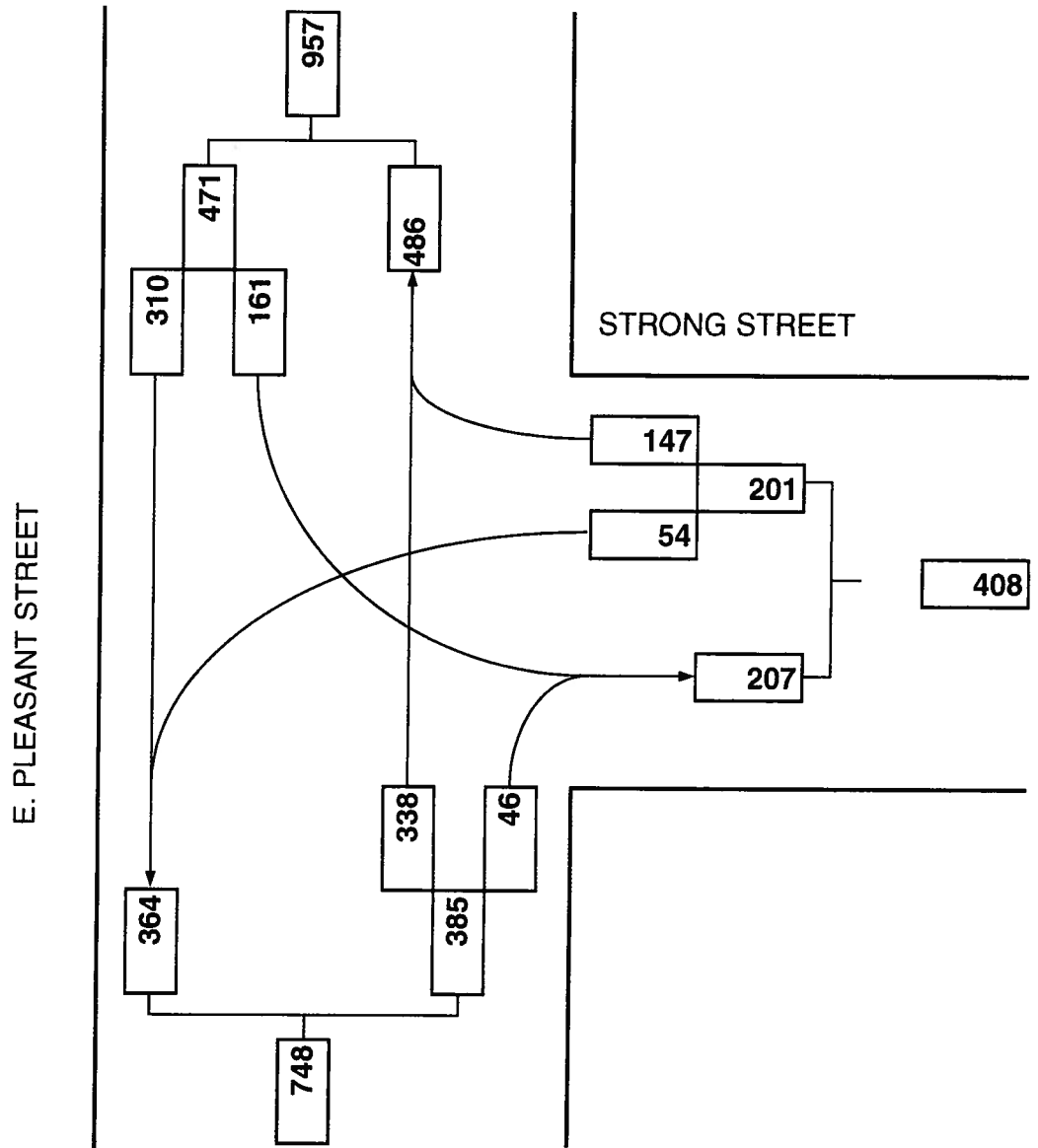
Existing: n/a

Minor Street: Strong Street

Day of Week: Weekday

Peak Period: PM Peak

Future: Build



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	HCP			Intersection	E. Pleasant St. & Strong St.			
Agency/Co.	BETA Group, Inc.			Jurisdiction	Amherst, MA			
Date Performed	4/18/2014			Analysis Year	2019			
Analysis Time Period	PM Peak - Future Build							
Project Description 4512 - The Retreat								
East/West Street: Strong Street				North/South Street: E. Pleasant Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		338	46	161	310			
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.93	0.92	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	58	0	158		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				54		147		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.93	1.00	0.93		
Hourly Flow Rate, HFR (veh/h)	173	336	0	0	363	49		
Percent Heavy Vehicles	0	0	0	1	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		173		216				
C (m) (veh/h)		1152		418				
v/c		0.15		0.52				
95% queue length		0.53		2.88				
Control Delay (s/veh)		8.7		22.5				
LOS		A		C				
Approach Delay (s/veh)	--	--	22.5					
Approach LOS	--	--	C					

North Pleasant Street at Pine Street/Meadow Street

Turning Movement Diagram

Major Street: N. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

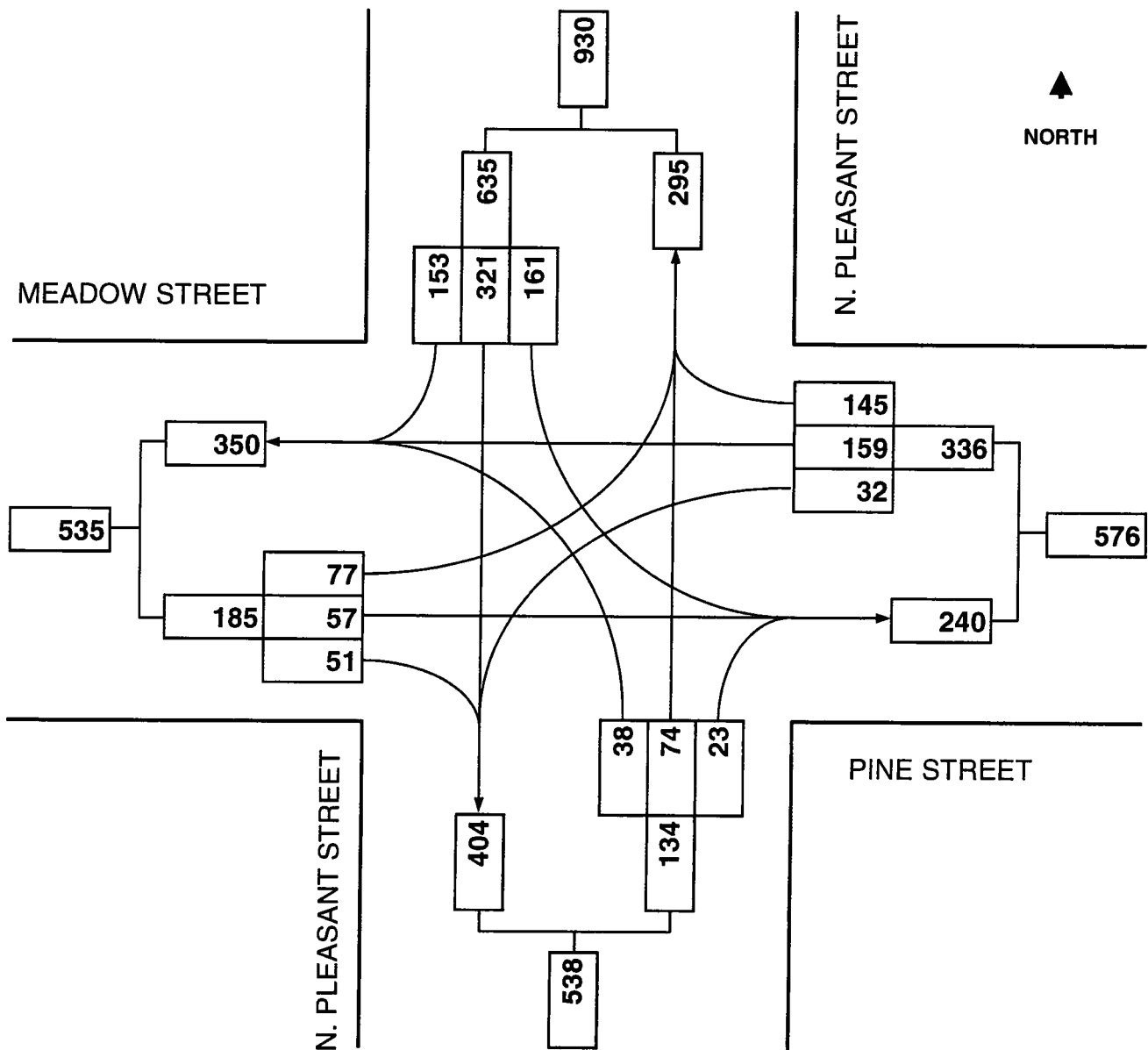
Existing: n/a

Minor Street: Pine Street/Meadow Street





















Day of Week: Weekday

Peak Period: AM Peak

Future: Build



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	57	51	32	159	145	38	74	23	161	321	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1822	0	0	1696	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.779			0.960		0.471			0.706		
Satd. Flow (perm)	0	1448	0	0	1636	0	795	1689	1436	1150	1689	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			80				55			163
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	197	0	0	357	0	40	79	24	171	341	163
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		26.0			26.0		26.0	26.0	26.0	26.0	26.0	26.0
Actuated g/C Ratio		0.43			0.43		0.43	0.43	0.43	0.43	0.43	0.43
v/c Ratio		0.30			0.47		0.12	0.11	0.04	0.34	0.47	0.23
Control Delay		10.3			11.7		11.3	10.7	1.3	13.8	14.7	3.1
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		10.3			11.7		11.3	10.7	1.3	13.8	14.7	3.1
LOS		B			B		B	B	A	B	B	A
Approach Delay		10.3			11.7			9.3			11.7	
Approach LOS		B			B			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 11.2





Intersection LOS: B

Intersection Capacity Utilization 60.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET

 p2 (R)	 p4
30 s	30 s
 p6 (R)	 p8
30 s	30 s

Turning Movement Diagram

Major Street: N. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

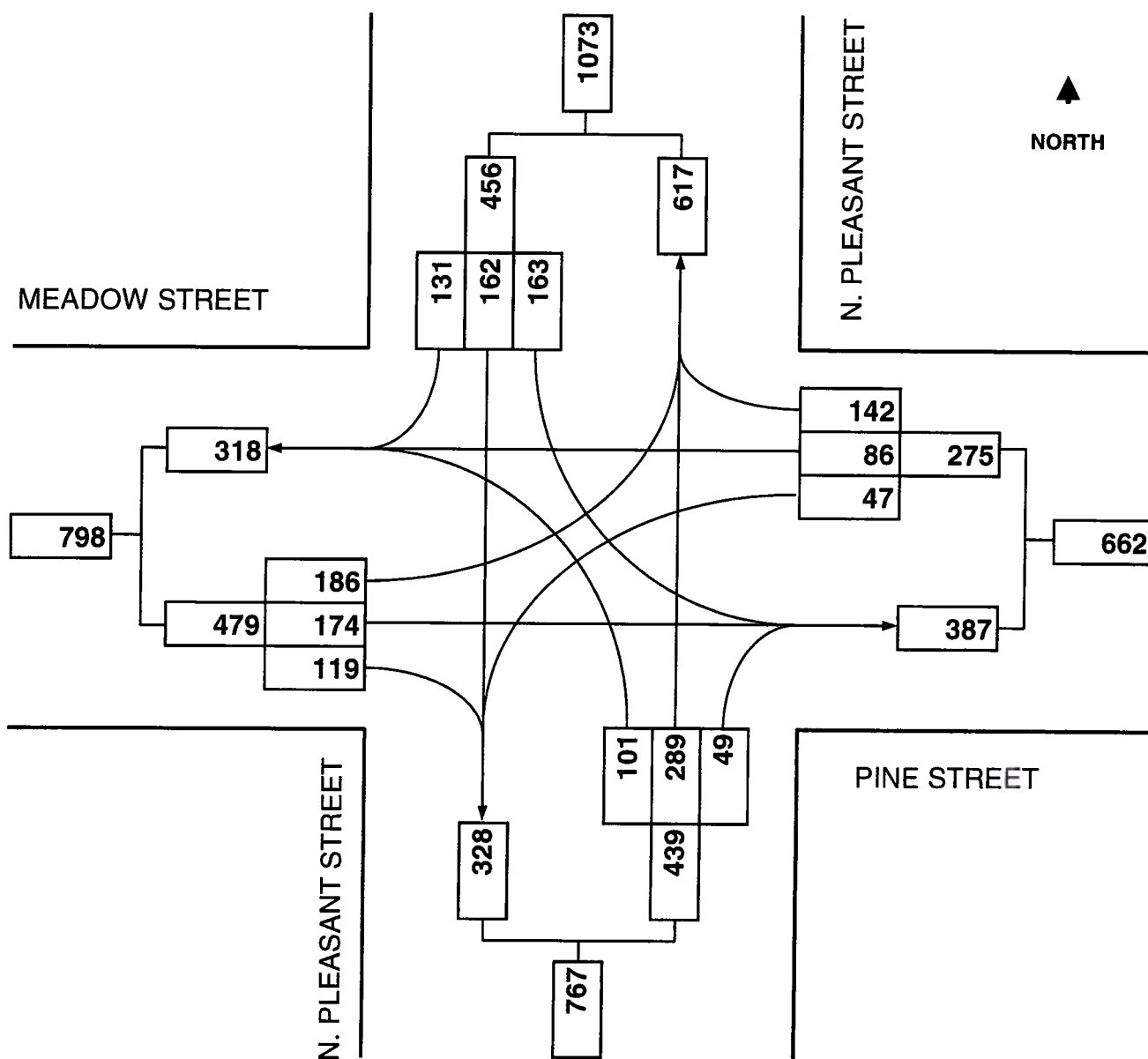
Existing: n/a

Minor Street: Pine Street/Meadow Street





















Day of Week: Weekday

Peak Period: PM Peak

Future: Build



Retreat Amherst

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	186	174	119	47	86	142	101	289	49	163	162	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1829	0	0	1669	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.759			0.873		0.650			0.491		
Satd. Flow (perm)	0	1415	0	0	1469	0	1098	1689	1436	800	1689	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			124				55			136
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	499	0	0	287	0	105	301	51	170	169	136
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	33.0	33.0		33.0	33.0		27.0	27.0	27.0	27.0	27.0	27.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		29.0			29.0		23.0	23.0	23.0	23.0	23.0	23.0
Actuated g/C Ratio		0.48			0.48		0.38	0.38	0.38	0.38	0.38	0.38
v/c Ratio		0.71			0.37		0.25	0.47	0.09	0.56	0.26	0.21
Control Delay		18.3			7.0		14.7	16.8	4.3	23.0	14.1	3.7
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		18.3			7.0		14.7	16.8	4.3	23.0	14.1	3.7
LOS		B			A		B	B	A	C	B	A
Approach Delay		18.3			7.0			14.9			14.3	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 14.4





Intersection LOS: B

Intersection Capacity Utilization 80.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET

 p2 (R)	 p4
27 s	33 s
 p6 (R)	 p8
27 s	33 s